

DOMINION OF CANADA

REPORT

OF THE

DEPARTMENT OF TRADE AND COMMERCE

FOR THE

FISCAL YEAR ENDING MARCH 31

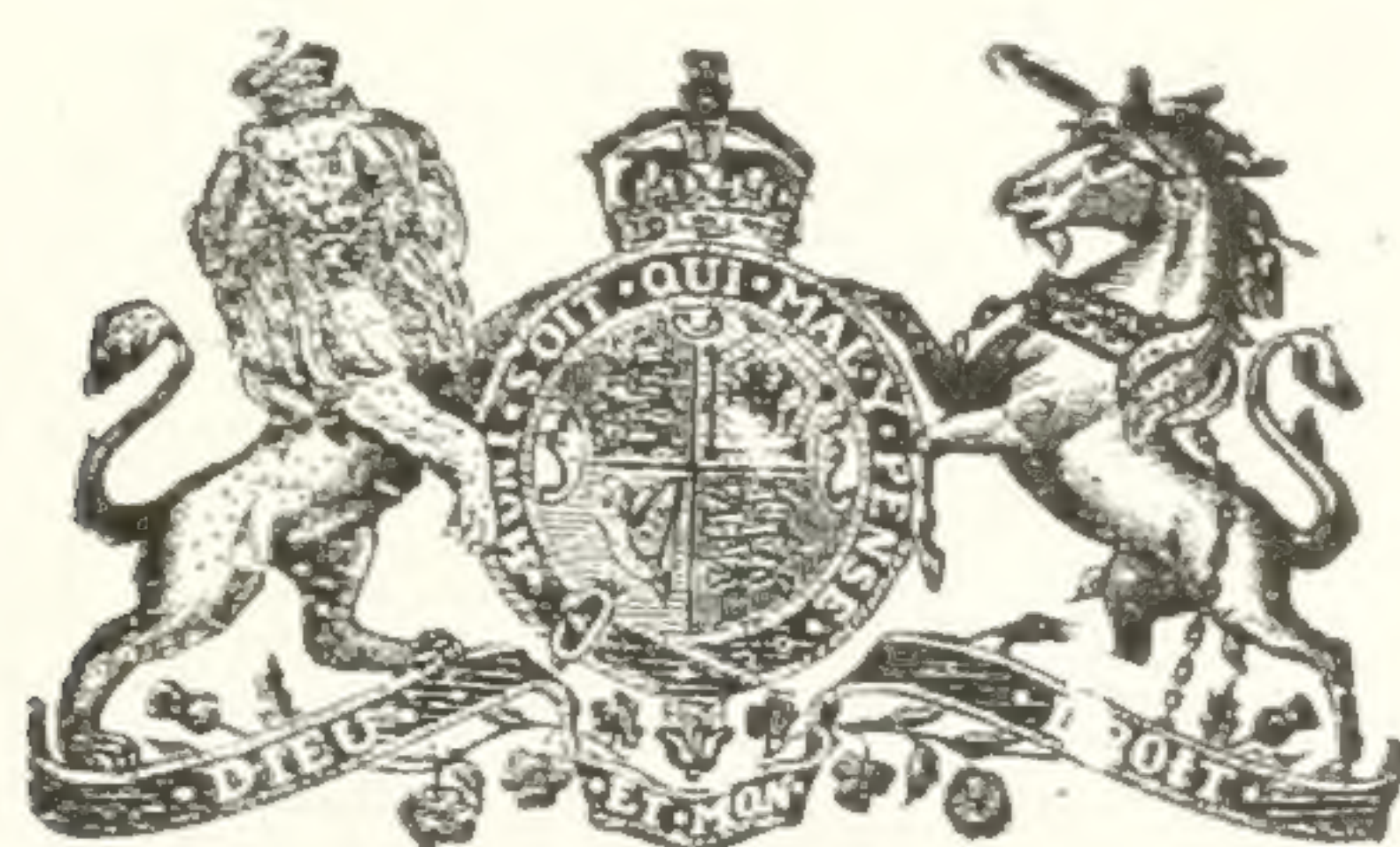
1909

PART VI

SUBSIDIZED STEAMSHIP SERVICES

WITH STATISTICS SHOWING STEAMSHIP TRAFFIC TO DEC. 31,
1909, AND ESTIMATES FOR FISCAL YEAR, 1910-11.

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OTTAWA

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EXCELLENT MAJESTY

1910

FOR INDEXES AND MAPS SHOWING SERVICES PERFORMED,
SEE END OF VOLUME.

EXPLANATION of Estimates for the Year ending March 31, 1911, as compared with those for the Year ending March 31, 1910, with statements of services rendered and Expenditures to December 31, 1909, on account of Mail Subsidies and Steamship Subventions.

XVIII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS.

Amount to be voted... ..\$1,647,200.66

No. of Vote.		1909-10.	1910-11.
		\$ cts.	\$ cts.
164	Steam service between Annapolis and London or Hull, England, or both.....	5,000 00	5,000 00
165	Steam service between Baddeck, Grand Narrows, Iona, Big Pond and East Bay.....	5,825 00	5,825 00
166	Steam service between Bonaventure River, Que., and Petit Rocher, N. B., tri-weekly during the season of 1910.....	3,000 00	3,000 00
167	Steam service between Canada and Australia.....	180,509 00	180,509 00
168	Ocean and mail service between Canada and Great Britain.....	600,000 00	600,000 00
169	Steam services between Canada and Mexico upon the Atlantic and Pacific Oceans.....	100,000 00	125,000 00
170	Steam service or services between Canada and Newfoundland.....	18,000 00	18,000 00
171	Steam service between Canada and New Zealand.....	50,000 00	50,000 00
172	Steam service between Canada and South Africa.....	146,000 00	146,000 00
173	Steam service between Froude's Point and Lockeport, N.S.....	600 00	600 00
174	Steam service from the opening to the closing of navigation in 1910, between Gaspé Basin and Dalhousie or Campbellton..	15,000 00	15,000 00
175	Schooner service twice per month during the season of open navigation between Gaspé Basin and the North Shore of the River and Gulf of St. Lawrence.....	1,000 00	1,000 00
176	Steam service between Grand Manan and the mainland.....	5,000 00	5,000 00
177	Steam service between Halifax and Canso.....	4,000 00	4,000 00
178	Steam service between Halifax and Newfoundland via Cape Breton ports.....	4,000 00	4,000 00
179	Steam service between Halifax and Spry Bay.....	2,500 00	2,500 00
180	Steam service between Halifax, St. John's, Newfoundland, and Liverpool.....	20,000 00	20,000 00
181	Steam service from the opening to the closing of navigation in 1910 between the mainland and Magdalen Islands.....	12,500 00	12,500 00
182	Steam service between Montreal, Quebec and Manchester, England, during the summer season and between St. John, Halifax and Manchester during the winter season.....	35,000 00	35,000 00
183	Steam service between Newcastle, Neguac and Escuminac, calling at all intermediate points on the Miramichi River and Miramichi Bay.....	1,500 00	1,500 00
184	Steam service between Pelee Island and the mainland.....	1,500 00	1,500 00
185	Steam service between Petit de Grat and Intercolonial Railway terminus at Mulgrave.....	4,000 00	4,000 00
186	Steam service on the Petitcodiac River between Moncton and way ports, and a port or ports on the west coast of the County of Cumberland, in the Province of Nova Scotia.....	2,000 00	2,000 00
187	Steam service from the opening to the closing of navigation in 1910, between Pictou and Cheticamp.....	2,000 00	2,000 00
188	Steam service between Pictou, Murray Harbour, Georgetown and Montague Bridge.....	6,000 00	6,000 00
189	Steam service between Mulgrave and Canso.....	4,000 00	4,000 00
	Carried forward.....	1,228,934 00	1,253,934 00

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XVIII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS—*Continued.*

No. of Vote.		1909-10.	1910-11.
		\$ cts.	\$ cts.
	Brought forward.....	1,228,934 00	1,253,934 00
190	Steam service from the opening to the closing of navigation in 1910 between Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain and other ports on the Bras d'Or Lakes.....	6,000 00	6,000 00
191	Steam service between Mulgrave and Guysboro, calling at intermediate ports.....	5,000 00	5,000 00
192	Steam service between Mulgrave and Cheticamp.....	5,000 00	5,000 00
193	Steam service between Prince Rupert, B.C., and Queen Charlotte Islands.....	5,000 00	7,600 00
194	Steam service between Prince Edward Island and Cape Breton and Newfoundland.....	12,000 00	12,000 00
195	Steam service from the opening to the closing of navigation in 1910 between Prince Edward Island and the mainland.....	12,500 00	12,500 00
196	Steam service during the year 1910, between Quebec and Blanc Sablon, calling at ports and places along the northern shore of the River St. Lawrence between such terminals.....	20,000 00	20,000 00
197	Steam service between Quebec and Gaspé Basin, touching at intermediate ports.....	8,500 00	8,500 00
198	Steam service between Quebec and the Isle of Orleans during the time between the closing of regular navigation in the autumn and the taking of the ice bridge between the island and the mainland; also after the breaking up of the ice bridge until the resumption of regular navigation in the spring.....	500 00	500 00
199	Steam service between Rivière du Loup, Tadoussac and other north shore ports.....	6,000 00	6,000 00
200	Winter steam service between River Ouelle and the Lower St. Lawrence.....		8,000 00
201	Steam service between St. Catharine's Bay and Tadoussac during the winter season.....	2,500 00	2,500 00
202	Steam service between Canada and Cuba.....		25,000 00
203	Steam service between St. John and Digby.....	20,000 00	20,000 00
204	Steam service between St. John, Digby, Annapolis and Granville, viz., along the west side of the Annapolis Basin.....	1,500 00	1,500 00
205	Steam service between St. John, Digby and Bear River and Clementsport.....	1,500 00	1,500 00
206	Steam service between St. John, Dublin and Belfast, during the winter season.....	7,500 00	7,500 00
207	Steam service between St. John and Glasgow, during the winter season.....	15,000 00	15,000 00
208	Steam service or services between St. John, Halifax and London..	40,000 00	40,000 00
209	Steam service for not less than 52 full round weekly trips between St. John and Halifax, via Yarmouth and other way ports, during the season of 1910.....	10,000 00	10,000 00
210	Steam service between St. John, N.B., and Margaretville, Port Lorne, Port George, Halls Harbour, Harbourville and Morden, N.S.....	2,500 00	2,500 00
211	Steam service from the opening to the closing of navigation in 1910 between St. John and Minas Basin ports.....	3,000 00	3,000 00
212	Steam service between St. John and ports in Cumberland Basin....	3,000 00	3,000 00
213	Steam service between St. John, Westport and other way ports...	1,500 00	1,500 00
214	A line or line of steamers to run between St. John and Halifax, or either, and the West Indies and South America.....	80,700 00	79,500 00
215	Steam service during the year 1910 between St. Stephen, N.B., St. Croix River points, Deer Island, Campobello and the inner islands, Passamaquoddy Bay and L'Etete or Black Bay.....	3,000 00	3,000 00
216	Steam service during the season of 1910 between Sydney and Bay St. Lawrence, calling at way ports.....	6,500 00	6,500 00
217	Steam service during the season of 1910 between Sydney and Whycomagh.....	1,000 00	1,000 00
218	Steam service between Victoria and San Francisco.....	3,000 00	3,000 00
	Carried forward.....	1,511,634 00	1,571,034 00

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XVIII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS—*Concluded.*

No. of Vote.		1909-10.	1910-11.
		\$ cts.	\$ cts.
	Brought forward.....	1,511,634 00	1,571,034 00
219	Steam service between Victoria, Vancouver, way ports and Skagway.....	12,500 00	12,500 00
220	Steam service between Victoria and west coast Vancouver Island.....	5,000 00	5,000 00
221	Additional for Canada, China and Japan services.....	48,666 66	48,666 66
222	Allowance for probable variation in agreements and for additional services.....	10,000 00	10,000 00
		1,587,800 66	1,647,200 66
	AUTHORIZED BY STATUTE.		
	Canada, China and Japan (63-64 Vic., Chap. 9).....	73,000 00	73,000 00
	Canada and France (8-9 Ed. VII., Chap. 36).....	200,000 00	200,000 00
		1,860,800 66	1,920,200 66

NOTE.—Vote No. 222; ‘allowance for probable variation in agreements, and for additional services, \$10,000,’ for the year 1909-10, was, by Orders in Council of May 29 and June 2, 1909, distributed as follows:—

Steam service between Pelee Island and the mainland.. . . .	\$5,000
Additional for steam service during the season of 1909, between Sydney and Whycocomagh.. . . .	1,000
Additional for steam service between Grand Manan and the mainland.. . .	2,000
Steam service between St. John, N.B., and St. Andrew’s, N.B., calling at intermediate ports on the Bay of Fundy.. . . .	1,000
Additional for steam service between Newcastle, Neguac and Escouminac, and calling at all intermediate points on the Miramichi river and Miramichi Bay.. . . .	500

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164.

ANNAPOLIS AND LONDON OR HULL, ENGLAND, OR BOTH.

ACADIA STEAMSHIP COMPANY.

Vote 164.—*Steam Service between Annapolis and London or Hull,
England, or both.*

1909-10	\$5,000
1910-11	\$5,000

This service is performed by the Acadia Steamship Company, Limited, of Annapolis Royal, N.S., under terms of a contract dated July 2, 1909—which expires on March 31, 1910—the principal provisions of which are as follows:—

Ports of Call—Frequency of Service—Speed.

1. The contractors having control of the steamships *Ely*, *Taff*, *Usk*, and *Dordogne*, each of a carrying capacity of from 8,000 to 8,500 barrels—guaranteed expressly built for carrying fruit and specially fitted with proper and sufficient ventilation for that purpose, will place them or such of them as may be necessary for the carrying out of this contract on a route between Annapolis Royal in the province of Nova Scotia and the ports of London and, or Hull in Great Britain, and will therewith run not exceeding five voyages between the said ports prior to the end of the month of March next succeeding the date of these presents. The steamer running the first of such five voyages shall leave Annapolis Royal prior to October 30 proximo. The other trips to follow as cargo offerings may require within the time hereinbefore stated. The voyages may be run from Annapolis Royal to either London or Hull or to both at the option of the contractors. The speed to be maintained on each voyage to be not less than ten knots. per hour.

Government Wharfs.

3. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$1,000 per Voyage.

4. A subsidy of one thousand dollars (\$1,000) is payable on the completion of each voyage, when shown on sufficient evidence that the fruit or other perishable produce shipped on such voyage was carried and delivered at the port of destination in good and satisfactory condition in so far as proper stowage and ventilation thereof was concerned.

Calls at Foreign Ports.

6. The steamers employed in carrying out the provisions of this contract shall not on any voyage, either outwards or homewards, call at any foreign port not specified in this contract.

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Vessels Employed in the Service.

NAME.	DIMENSIONS.			TONNAGE.		Capacity. Brls. Apples.	Passenger Accommodation.	Cold Storage.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.						At	In	Of
	Ft.	Ft.	Ft.							Knots			
Atlantis.	234	33·6	20	734	1,170	10,196	10	Cool air ventil- ators to fruit decks.	750	10	Christiana, Norway.	1906	Steel.
Kathinka	234	33·6	20	727	1,162	9,768	10		750	10	Christiana, Norway.	1905	"
Katie.	220	30·2	13·6	634	1,099	61,900	20		166	12	Stavanger, Norway.	1901	"
Ada.....	239	36·2	16·9	639	1,111	89,250	10		106	10	Bergen, Norway.	1905	.....

TRAFFIC RETURNS.

Calendar Year.	Passengers Carried.	Freight Carried.	Subsidy Paid.
			\$
1908.....	Nil.	1,131 tons, or 16,908 barrels of apples.	2,000
1909.....	Nil.	27,398 barrels and 547 boxes apples.....	3,000

165.

BADDECK, IONA, GRAND NARROWS, BIG POND, AND EAST BAY.

VICTORIA STEAMSHIP COMPANY.

Vote 165.—Steam Service between Baddeck, Iona, Grand Narrows, Big Pond and East Bay.

1909-10	\$5,825
1910-11	\$5,825

This service is performed by the Victoria Steamship Company, Limited, Baddeck, N.S., under terms of a contract bearing date May 6, 1908, and which expires March 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service.

1. ‘The contractors having on the first day of April instant placed their steamer the *Blue Hill* on the route between Baddeck, Iona and Grand Narrows, and having since that date and will during the further continuance of this contract with the said steamer or with some other steamer satisfactory to the minister, perform during the

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season of navigation between Baddeck, Iona and Grand Narrows, two full round trips daily each way, calling both going and coming at McKay's Point, one trip in each fortnight during the season of open navigation to be extended to Big Pond and East Bay, and from July 1, to October 1, will perform three trips per day to connect with the Intercolonial Railway fast express to Halifax.

Change in Service.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

Period of Contract.

3. 'This contract shall remain in force until the thirty-first day of March in the year one thousand nine hundred and ten, unless sooner terminated by the minister under the provisions of clause 18 of this contract.

Subsidy: \$5,825 per Annum.

4. This subsidy is five thousand eight hundred and twenty-five dollars (\$5,825) per annum, payable as follows:—

In each year during the continuance of this contract, on the first day of July, the sum of fourteen hundred dollars (\$1,400); on the first day of October, the sum of fourteen hundred dollars (\$1,400); on the first day of January, the sum of fourteen hundred dollars (\$1,400); and on the first day of April, the sum of sixteen hundred and twenty-five dollars (\$1,625).

The contractors are required to carry any mails that may be tendered to them by the postal authorities of Canada.

Description of Vessel Employed.

The ss. *Blue Hill*, above referred to, was built in 1887, at East Boston, U.S.A., of wood, and registered at Halifax in 1893; length, 135 feet; breadth, 18 feet; depth of hold, 7 feet; net tonnage, 98; gross tonnage, 199; 38 nominal horse power; speed, 15 knots.

Distance.

The distance between Baddeck and Iona is 12 miles; between Iona and East Bay, via Big Pond, 30 miles.

TRAFFIC RETURNS.

Calendar Year.	Passengers Carried.	Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
				Lock Bags.	Tied Sacks.	
1907.....	4,377	1,240	Not stated.	Not stated.	Not stated.	\$ 5,825
1908..	5,147	784	112	2,270	2,680	5,450
1909.....	In.... 3,176	637	45	1,436	2,540	5,825
	Out.... 2,504	311	56	1,414	235	
	Total... 5,680	948	101	2,850	2,775	

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166.

BONAVENTURE RIVER, QUE., AND PETIT ROCHER, N.B.

BONAVENTURE AND GLOUCESTER INTERPROVINCIAL FERRY COMPANY, LIMITED.

Vote 166.—Steam Service between Bonaventure River, Que., and Petit Rocher, N.B., tri-weekly during the season of 1910.

1909-10	\$3,000
1910-11	\$3,000

This service is performed by the Bonaventure and Gloucester Interprovincial Ferry Company, Limited, of Bonaventure, Quebec, under terms of a contract bearing date September 1, 1908, and which expired on the close of navigation in that year, but was extended on May 11, 1909, for another season. The principal provisions, aside from those common to all contracts, are as follows:—

Ports of Call—Frequency of Service.

1. 'The contractors having control of the steamer *Beaver*, a vessel of 84 tons gross register, and 42½ net register, with accommodation for 40 passengers and adequate accommodation for freight, the steamer being 80 feet long, 21 feet beam and 7½ feet draft, will as soon hereafter during the current month as navigation conditions over the route hereinafter named will permit, place their said steamer on the route between Bonaventure river, in the province of Quebec, and Petit Rocher, in the province of New Brunswick, and will maintain therewith a regular tri-weekly round service between said ports or places until ice and other navigation conditions will no longer permit of the running of a steamer over the route in the autumn of the current year 1909, and so in like manner for the season of navigation in the year 1910 should the service be continued under provisions hereinafter named during said season.

Calls at Government Wharfs.

2. 'In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable, and when such wharfs are available.

Carriage of Mails.

The contractors are required to carry any mails that may be tendered to them by the postal authorities of Canada.

Subsidy: \$3,000 per Season.

8. 'This subsidy is payable at the rate of three thousand dollars (\$3,000) for the full season of open navigation; in two equal instalments of fifteen hundred dollars (\$1,500), the first during the month of September next following the date of these presents, and the balance on the completion of the season's service at the close of navigation; and so in like manner for the season of 1910 if continued at the minister's option, should he elect to so continue the service under terms as above during that season.

Termination of Contract

13. ‘This contract shall remain in force only until the close of navigation in the autumn next following the date of these presents, unless continued for another season at the option of the minister, who hereby reserves the right to exercise such option.

Description of Vessel Employed.

The ss. *Beaver*, above referred to, was built at Canning, N.S., of wood, in 1897, and registered at Windsor, N.S., in 1907; length, 80 feet; breadth, 21 feet; depth, 7 feet 4 inches; net tonnage, 43; gross tonnage, 85.

Distance.

The distance between the terminal points is 24 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Total Number of Passengers Carried.	Total Tons of Freight Carried.	Subsidy Paid.
				\$ cts.
1907	Not stated.	1,245	145	2,857 14
1908	Not stated.	1,717	277	3,000 00
1909.	36	In.....75 Out...180 Total..255	84 166 190	3,000 00

167.

CANADA AND AUSTRALIA.

UNION STEAMSHIP COMPANY OF NEW ZEALAND, LIMITED.

Vote 167.—Steam Service between Canada and Australia.

1909-10	\$180,509
1910-11	\$180,509

This service is performed by the Union Steamship Company of New Zealand, Limited, Managing Agents of the Canadian Australian Royal Mail Line, under terms of an agreement entered into on July 31, 1909, which provides for a service from August 1, 1909, to July 31, 1910. Its principal provisions are as follows:—

Ports of Call.

1. That the contractors will provide, establish and during the period of one year calculated as and from the first day of August, one thousand nine hundred and nine

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maintain, continue and carry on in the manner hereinafter set forth a regular steamship service between the City of Sydney in the State of New South Wales and the City of Vancouver, in the province of British Columbia, calling at Brisbane, in the State of Queensland, at Fiji, at Honolulu, in the Sandwich Islands, and at the outer wharf in the City of Victoria, in the said province on both outward and homeward voyages from Sydney to Vancouver and from Vancouver to Sydney, and such service shall as far as practicable make connection at Sydney with all local lines of steamships running between Sydney and other ports in the Commonwealth and New Zealand.

Steamers to be employed and their Equipment.

2. That the steamships *Makura*, *Moana* and *Aorangi* or such other steamships of not less than an equal number of tons gross tonnage to be approved by the minister for that purpose shall be regularly and continuously employed in the said service, provided, however that in the month of February, 1910, the *Aorangi* shall be permanently withdrawn and replaced by a steamship to be approved by the minister for that purpose. Each of the said steamships is warranted to have the most approved triple expansion machinery, refrigerators for ship's use, duplicate electric light engines, special ventilation for tropical voyages, ample saloon and cabin accommodation for at least 130 passengers, and to be provided with every comfort and convenience that is to be found in the best Atlantic liners of its size. Each of the said steamships is further warranted to be of the highest class at Lloyds or British Corporation, and to comply in every respect with the requirements of the Marine Acts or Regulations of Canada, and each of the said steamships shall during the continuance of the agreement be at all times tight, sound, staunch and strong and well and sufficiently manned, victualled and equipped and in every respect seaworthy, and shall further at all times during the continuance of this agreement retain the qualification and class which it is hereinbefore warranted to possess.

Terminal port and ports of call.—First Voyage under Agreement.—Contract time 22½ days.—Contract time of Makura 21½ days.—Replacement of Moana by Marama or Manuka from March to July, 1910.—Contract time of Manuka 21½ days.—Contract time 21½ days, March to July, 1910.

5. The round trip for each of the said steamships shall begin and end at Sydney in the State of New South Wales, calling at Brisbane, Fiji, Honolulu and the outer wharf in the City of Victoria on each and every voyage as aforesaid. The first voyage in performance of this agreement shall commence and be made from Sydney aforesaid on the second day of August one thousand nine hundred and nine and subsequent voyages after the first shall commence and be made from Sydney aforesaid on dates and at times to be from time to time appointed for that purpose by the minister. The duration of each voyage from Brisbane to Vancouver and from Vancouver to Brisbane shall not exceed twenty-two and a half days including detention at Honolulu on each voyage both outward and homeward, provided always and it is expressly agreed by the contractors that the duration of the voyage by the *Makura* shall not exceed 21½ days, and provided also that during the months of March, April, May, June and July in the year 1910 the contractors shall replace the said steamship *Moana* by the steamship *Marama* or *Manuka* or other steamship equal thereto, and that the duration of each voyage from Brisbane to Vancouver and from Vancouver to Brisbane during the said months of March, April, May, June and July by the said steamship *Marama* or other steamship shall not exceed twenty-one and a half days.

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Four-weekly Service.—Commencement and Completion of Voyages.—Minister's Decision to be Final.

4. The said service shall be four-weekly and the said steamships shall leave the said ports of Sydney, Brisbane and Vancouver on the days and at the time to be from time to time appointed for that purpose by the minister after consultation with the Postmaster General of Australia. Each voyage shall be deemed to commence as soon after the completion of the embarkation of the mails intended to be thereby conveyed as having regard to practical considerations the anchor of such vessel can be weighed or the vessel can be loosed from its moorings and each such voyage shall be deemed to be completed when the vessel has arrived and been anchored or moored at some position in the port of destination from which the mails can be conveniently disembarked and the times of the commencement and completion of every voyage shall be ascertained and recorded by the officers of the minister in pursuance of arrangements to be made from time to time by him for such purpose and the decision of the minister as to all questions relating to any such times or periods shall be final and conclusive.

Calls at U. S. Ports.

5. The said steamships shall not during the continuance of this contract call at any port in or of the United States of America (Honolulu only excepted).

Passenger and Freight Rates.

6. The said steamships shall each according to its capacity carry both outward and homeward all the freights and passengers which may be reasonably offered and obtained and at tariff rates both as to passengers and freights which shall be approved by the Governor General of Canada in Council and after consultation with and approval of the Australian Executive body.

No discrimination to be made against Canadian ports, railways, merchants or shippers.

7. No discrimination shall be made as regards tariff rates for either freights or passengers in any manner directly or indirectly against any Canadian ports or against any Canadian railway or railway company or against any Canadian merchants or shippers, but Canadian merchants or shippers shall at all times have preference for the carriage of their goods over other merchants and shippers as far as regards the Canadian connection.

Carriage of Mails.

8. During the continuance of this agreement the said steamships shall at the cost and expense of the said contractors receive and carry on each and every voyage all such mails as shall be or may be tendered for conveyance to the said steamships or to the masters or any officers on board of the same at the ports of Vancouver and Victoria aforesaid by or on behalf or under the direction of the minister for the time being his officers, agents or servants and shall deliver such mails at their proper ports of destination upon the sailing route of the said steamships, as herein indicated, and in order to the due and proper performance of this covenant the said steamships shall each be provided with sufficient and convenient accommodation and protection for all such mails to the satisfaction of the minister for the time being and the contractors shall further take all reasonable and necessary precautions for the protection of such mails while upon the said steamships, from loss, damage or injury in any way, and shall be responsible for any loss or damages thereto caused by the negligence or want

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of proper care or accommodation on the part of the contractors, or their agents or servants, or on the part of the officers or employees or crew on board of the said steamships, and in this connection it is specially covenanted and agreed by the contractors that this agreement shall be subject to the steamships to be employed in carrying the mails thereunder having on board in the pay of the contractor labour approved of by the minister.

Landing, etc., Mails.

11. The contractors and all commanding and other officers in charge of the vessels employed under this agreement shall at all times punctually attend to the orders and directions of the minister or his officers or agents as to the mode, time and place of landing, transshipping, delivering and receiving the mails subject to the special provisions here in contained and so far as such orders and directions are reasonable and consistent with the safety of the vessels.

Calls at Brisbane.

14. The said steamships shall remain in the Port of Brisbane not less than twenty-four hours or such lesser period as may be approved by the Honourable the Postmaster General of Australia on both homeward and outward voyages and shall whenever practicable discharge and load alongside the railway wharf at Pinkenba in the Brisbane river.

Delay of steamers for twenty-four hours to receive mails.

16. The minister shall, in case of need and for the purpose of duly forwarding such mails as may be required, have the right to delay the sailing of any of the said steamships for the space of twenty-four hours, but in no case shall the minister exercise the right hereby conferred after the delivery on board such steamships in the ports of Vancouver and Victoria of the mails from Canada and other places intended for conveyance thereby which mails shall be delivered on board with all reasonable despatch.

Assignment, etc., of Contract.

20. This agreement shall not nor shall any right or interest therein be assigned, underlet or otherwise disposed of without the consent in writing of the minister to such assignment having been first obtained, unless it be to a Limited or Joint Stock Company, of which the contractors shall be principal shareholders or stockholders.

Manifests, customs certificates, and other proof of performance of service to be furnished.

21. The contractors shall from time to time furnish to the minister full and complete copies of the manifests of the cargoes and lists of the passengers carried by each of the said steamships on its outward and its homeward voyages certified by the proper customs officials and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamships, and such other customs certificates, documents and evidence as may be necessary, or as may be reasonably required by the minister to prove the performance of the service herein contracted for and to enable the minister to judge as to whether this agreement is being properly and faithfully carried out and performed, and the furnishing of such certificates, documents, information and other evidence as hereinbefore specified, shall be a condition precedent to the payment of the subsidy hereinafter provided or any portion thereof.

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Amount of subsidy: £37,090 18s. 2d. per annum.

22. That the minister shall pay to the contractors subject to their faithful performance of all covenants, agreements and stipulations to be performed on their part, pursuant to this agreement, a subsidy of thirty-seven thousand and ninety pounds eighteen shillings and two pence (£37,090 18s. 2d.) per annum, in proportionate instalments for each and every round trip performed by each of the said steamships in accordance with the intention of this agreement, provided however, that no amount or instalments of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the contractors of any of the covenants, provisions or stipulations of this agreement.

Deductions from Subsidy.

23. If at any time or times the mails required to be conveyed by the contractors under this agreement between Vancouver and Sydney and vice versa shall not be conveyed from Vancouver to Brisbane, or from Brisbane to Vancouver, within the respective periods of transits hereinbefore prescribed in that behalf, then, and so often as the same shall happen there shall be deducted from the subsidy which but for this provision would be payable to the contractors a sum of thirty pounds (£30) for every complete period of twenty-four hours by which the time actually occupied in the conveyance of such mails from Brisbane to Vancouver, or Vancouver to Brisbane, as the case may be, shall have exceeded the period of transit hereinbefore prescribed in that behalf, provided always, that no deductions shall be made from the said subsidy by reason of any such default or failure as in this clause mentioned which may be proved to the satisfaction of the minister to have arisen wholly or in part from any cause or causes altogether beyond the control of the contractors.

Deductions from subsidy are not penalties.

24. Each of the deductions hereinbefore mentioned and hereby agreed to be made shall be made and the subsidy be reduced accordingly although no damage or loss shall have been sustained by reason of or in connection with such default and (except in such cases as in the last preceding clause hereof expressly provided) from whatever cause or causes any such failure or default shall have arisen and no such deduction shall in any case be deemed to be a penalty or in the nature of a penalty, and the payment by the minister of what shall from time to time remain due in respect of the said subsidy after making any such deductions as aforesaid, shall in no case prejudice the right of the minister to treat the failure of the contractors to provide an appropriate vessel at any appointed place or time or to perform any service at or within the appointed period as a breach of this agreement.

Termination of Agreement.

25. This agreement shall remain in force until thirteen round voyages have been performed according to the true intention of these presents, provided that the minister shall have the right at any time by giving notice in writing under his hand, to determine this agreement and every matter and thing herein contained if it shall appear to him that there has been any material breach on the part of the said contractors of any of the covenants, stipulations, agreements or provisions herein contained and entered into on the part of the contractors, and it is hereby declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach and his determination shall be final and conclusive.

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Substitution for Disabled Steamers.—No Member of Canadian House of Commons to be Admitted to Share of Agreement.

26. Provided, however, and it is the true intent and meaning of these presents that if the said steamships any or either of them or any steamship replacing either of such steamships under this proviso shall be by the perils of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing their voyages according to the true intent and meaning of the agreements, stipulations and provisions herein contained, such loss or disability shall not be deemed to be a breach of these presents or any matter or thing herein contained, but the said contractors shall in such case, as soon as reasonably may be, having regard to the circumstances, replace the said steamships or steamship so lost or destroyed by others or another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister, or to the like satisfaction and approval repair the damage done in case the said steamship has been only temporarily disabled and continue the said service herein contracted for with such substituted or repaired steamship with as little loss of time as possible under all the circumstances, provided always that there shall be no payment of any subsidy in respect of any voyage not actually and fully performed, provided further that the minister shall be the sole judge and have the final right of determination as to whether any suspension or temporary discontinuance of or delay in the said regular four-weekly service has been actually caused by the perils of the sea or other unavoidable casualties within the meaning of this proviso and his finding and determination thereon shall be conclusive. It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

Description of Vessels Employed.

NAME.	DIMENSIONS.		TONNAGE.		PASSENGER ACCOMMODATION.			Refrigerator Space.	N. H. P.	Speed.	BUILT.	
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.		At	Of
	Feet.	Feet.	Feet.							Knots.		
Marama.....	420.3	53.2	31.2	3,952	6,437	2,500	220	72	116	15	Greenock.....	1907 Steel.
Makura.....	480	58	35	4,920	8,200	3,000	270	114	72	16½	Glasgow.....	1908 Steel.
Mamuka.....	368.7	47.2	31.1	2,784	4,505	1,700	180	103	75	15	Dunbarton.....	1903 Steel.
Aorangi.....	389.0	45.0	31.9	2,782	4,268	2,200	89	79	45	14	Glasgow.....	1883 Steel.
Moana.....	350.4	44.1	32.6	2,414	3,915	1,700	136	80	98	14	Dunbarton.....	1897 Steel.

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Distances.

The distances on the route are given as follows:—

	Miles.
Vancouver to Victoria..	85
Victoria to Honolulu..	2,351
Honolulu to Suva, Fiji..	2,775
Suva to Brisbane..	1,545
Brisbane to Sydney..	500
	<hr/> 7,256

TRAFFIC RETURNS.

Calendar Year.	Passengers Carried.	Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
	Number.	Tons.			\$ cts.
1907	In 2,931 Out 1,756 Total . . . 4,687	12,768 17,816 30,684	Not stated.	Not stated.	138,853 10
1908	In 2,910 Out 2,797 Total . . . 5,707	7,930 14,180 22,110	Not stated.	Not stated.	222,164 96
				Lock bags.	Tied sacks.
1909	In 2,983 Out 23,444 Total . . . 5,397	22,009 23,444 45,453	18 29 47	4,564 6,163 10,727	215 213 428
					(Part of this is on account of 1908 service.) 180,509 00

168.

CANADA AND GREAT BRITAIN.

ALLAN LINE.

Vote 168.—Ocean and Mail Service between Canada and Great Britain.

1909-10	\$600,000
1910-11	\$600,000

The service, as at present run, is under terms of a contract entered into with Messrs. H. & A. Allan, as representing the Allan Line Steamship Company, Limited, bearing date of January 19, 1906, and which expires on May 1, 1912. The principal provisions *inter alia* are as follows:—

Period of Contract.

1. ‘The contractors owning or controlling in their capacity aforesaid the steamers *Virginian* and *Victorian*, each of guaranteed seventeen knots effective speed, and other
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steamers which may be approved by the minister, and being about to contract for the construction of two other steamers of guaranteed eighteen knots effective speed, to be delivered and ready to commence running on the service hereinafter described on or before the first of August, 1907, will, on the first day of August, 1906, commence to perform and hereafter will carry on the service hereinafter described, that is to say, a regular weekly steamship service between Canada and Great Britain until the first day of May, 1912, unless sooner terminated under the provisions of section 28 hereof.

Steamers to be Employed.

2. 'Until the said eighteen knot steamers are ready to commence running, the service shall be performed by the steamers *Victorian*, *Virginian*, *Tunisian*, with a fourth steamer equal in effective speed and otherwise to the *Tunisian*, and such other steamers as may be necessary for the effectual running of the service, and as may be approved by the minister.

3. 'The contractors agree to build and place in the service by August 1, 1907, two steamers guaranteed to develop twenty knots on their trial trip on the measured mile, and of guaranteed eighteen knots effective speed.

Number of voyages per annum.

4. 'The steamers *Victorian*, *Virginian*, *Tunisian*, with a fourth steamer equal in effective speed and otherwise to the *Tunisian*, and such other steamers as may be approved by the minister shall, until the two eighteen knot steamers have been placed in the service, perform ten complete round voyages per annum each, and after the two eighteen knot steamers have been placed in the service, they and the *Victorian* and the *Virginian* shall each perform ten complete round voyages per annum.

Subsidy: Amount per voyage.

The subsidy is as follows:

£2,500.

(a.) For each complete round voyage between Liverpool and Rimouski or North Sydney, performed at the rate of eighteen knots per hour, 2,500 pounds sterling.

£3,000.

(b.) For each complete round voyage between Liverpool and St. John or Halifax, performed at the rate of eighteen knots per hour, 3,000 pounds sterling.

£2,000.

(c.) For each complete round voyage between Liverpool and Rimouski or North Sydney, performed at the rate of seventeen knots per hour, 2,000 pounds sterling.

£2,500.

(d.) For each complete round voyage between Liverpool and St. John or Halifax, performed at the rate of seventeen knots per hour, 2,500 pounds sterling.

£1,000.

(e.) For each complete round voyage performed at the rate of fifteen knots per hour, 1,000 pounds sterling.

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Time of Payment.

‘Such subsidy being payable at the end of each quarter for all voyages fully run and completed during each quarter, that is, at the close of the months of September, December, March and June, during the continuance of this contract; provided, however, that no amount or instalment of subsidy shall be payable or paid at any time unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to dates of sailing, speed and duration of voyages, have been in all respects faithfully observed and carried out according to the true intent and meaning of these presents; and it is a further condition of this contract that the contractors shall, on the completion of each voyage, furnish the minister with such certified extracts from the steamer’s log, together with track charts of the voyage, or any other information required, as will enable him to determine whether the service on such voyage has been within the requirements of this contract.

Withdrawal of Vessels.

- (a.) ‘Provided always, that at no time during the continuance of this contract, except for thirty days between any fifteenth day of December and the following fifteenth day of February, shall more than two vessels of the seventeen and eighteen knot class be withdrawn at the same time from the service hereinbefore described.

Winter Service.

6. ‘It is further understood and agreed that the service to be performed during the season of closed navigation on the St. Lawrence shall be as follows:—

‘Between the port of Liverpool and the ports of Halifax and St. John, one of the said steamers sailing on each westbound trip from Liverpool each Thursday, or on such other day as may be approved by the minister, for Halifax and St. John, and calling at Merville for the embarkation of the mails, if the call at that port be adhered to, and at Halifax for the landing of such mails; and one of the said steamers sailing on each eastbound trip from St. John each Saturday, or on such other day as may be approved by the minister, for Liverpool, calling at Halifax for the embarkation of the mails, and at Merville for the landing of such mails, if the call at that port be adhered to; it being understood and agreed that if from any cause it should prove impossible for the steamers performing the service to secure sufficient cargo at St. John during the winter season, or if at any season there is inadequate accommodation in the harbour at St. John for any of the said steamers, the minister may, in his discretion, relieve the contractors from the obligation of proceeding to or starting from that port on any particular voyage or voyages.

Summer Service.

7. ‘It is further understood and agreed that the service to be performed during the season of open navigation on the River St. Lawrence shall be as follows:—

- (a.) ‘On all voyages from Montreal and Quebec eastward to Liverpool the steamers shall be at liberty to proceed by way of the Straits of Belle Isle, and upon all such voyages the port of call below Quebec shall be Rimouski for the embarkation of the mails and at Merville (if the Merville call be adhered to) for the landing of the mails.
- (b.) ‘On all voyages westward from Liverpool the steamers shall call at Merville for the embarkation of the mails (if the Merville call be adhered to) and shall

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be at liberty to proceed by way of the Straits of Belle Isle, and on all such voyages the port of call below Quebec shall be Rimouski for the landing of the said mails.

- (c.) 'On all voyages eastward or westward from or to Montreal and Quebec via Cape Race the port of North Sydney may, at the option of the minister, be substituted for the port of Rimouski for the embarkation or landing of the said mails.

Tenders at Rimouski and North Sydney.

8. 'It is understood and agreed that at Rimouski and North Sydney the mails are to be delivered to and received from tenders supplied by the postal authorities of Canada.

Distances.

9. For the purpose of this contract the following shall be understood to be the distances between the points hereinafter mentioned, *i.e.*, between Merville and Rimouski via Belle Isle, 2,300 miles, and between Merville and Rimouski via Cape Race, 2,500 miles, except when it may become necessary for steamers to deviate to the southward to avoid ice, in all which cases the actual number of miles travelled upon the voyage, not exceeding in any instance 2,800 miles, shall for the purposes of this contract be taken to be the distance aforesaid; and between Halifax and Merville, 2,255 miles, except when it may become necessary for steamers to deviate as aforesaid, in all which cases the actual number of miles travelled upon the voyage, not exceeding in any instance 2,550 miles, shall for the purposes of this contract be taken to be the distance aforesaid; and between Merville and Sydney, 2,105 miles, except when it may become necessary to deviate as aforesaid, in all which cases the actual number of miles travelled upon the voyage, not exceeding in any instance 2,405 miles, shall for the purposes of this contract be taken to be the distance aforesaid.

Cold Storage.

10. 'It is understood and agreed that each steamer while run under this contract shall be fitted with adequate cold storage accommodation to the satisfaction of the minister.

Average rate of speed. (See also clause 5).

11. 'The contractors bind themselves to run each of the three classes of steamers hereinbefore referred to at the average rate of speed for each voyage as specified in clause 5, in performing the several voyages from port to port, unless in the opinion of the captain of said steamer the said rate of speed would endanger life or the safety of the ship, or unless the speed of the ship is delayed by reason of fog, ice, snow or stress of weather, or by assisting ships in distress, in any of which events the contractors shall submit to the minister the captain's explanation of the cause of the delay, and such other evidence as the minister may require to enable him to determine, and the minister upon such explanation and evidence shall determine whether the circumstances were such as justified the captain's reduction of the speed of the voyage or sufficiently explain the delay in completing the voyage, and in all cases where such failure to maintain the said average rate of speed is deemed justifiable or sufficiently explained the minister may, in his discretion, omit the voyage in question in calculating the average for the quarter in which such voyage took place, or may deduct the period of such delay in calculating such average.

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Deductions for delays.

12. 'If during any quarter the mails carried by the steamers *Victorian* and *Virginian* and the two eighteen-knot steamers are not conveyed from port to port at the average rate of the speeds specified in clause 5 for the said four steamers after omitting voyages and deducting delays as provided in the last preceding clause, or if during any quarter the mails carried by the fifteen-knot steamers required for the carrying out this contract are not conveyed from port to port at the average rate of speed specified in clause 5 for the said fifteen-knot steamers, after omitting voyages and deducting delays as provided in the last preceding clause, then, and so often as the same shall happen, the contractors shall furnish to the minister the certified logs of the captains of the steamers showing the causes of the delays, and there shall be deducted from the subsidy payable to the contractors for the said quarter a sum equal to five per cent of such subsidy for every one-quarter knot by which the average speed actually made has fallen below the average speed specified in clause 5 of this contract.

Average rate of speed between December 15 and February 15.

Provided, however, that for the period between any fifteenth day of December and the following fifteenth day of February when steamers of different classes are employed in the service, the average rate of speed shall be arrived at by taking the average of the speeds of all the steamers employed in the service during the said period.

Maximum deduction.

'Provided further, that the total amount of the sum deducted in respect of such default or failure of either of the two classes of steamers mentioned in this clause shall not exceed the full amount of the subsidy allowed the said class for the quarter or period in question.

Subsidy for fifteen-knot Steamers.

13. 'Subject to the provisions of clause 11 hereof, the other steamers required for the carrying out of this contract, and which may from time to time be approved by the minister as provided in clause 2 hereof, shall when in service be entitled to receive a subsidy which will bear the same proportion to the sum of £1,000 as the actual speed made by the said steamers will bear to the speed of fifteen knots per hour.

Freight and passenger rates.

14. 'It is further understood and agreed that the tolls to be charged in the way of either freight or passenger rates between ports on both east and westbound trips shall always under substantially similar circumstances and conditions, be charged equally to all persons, and at the same rate, whether by weight or otherwise, in respect of all traffic of the same description and receiving in carriage the like accommodation; and further, that no toll shall be charged which discriminates against Canadian merchants or shippers or against emigrants to Canada.

Provisions for renewal of Contract.

15. 'If the contractors comply with the terms of this contract then at the expiration hereof His Majesty will enter into a new agreement with the said contractors for a further period of five years for payment to the contractors of such subsidy as His Majesty may then be prepared to pay to any one, provided the contractors by

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such new agreement will then undertake to perform such service as His Majesty may then require during the said new five-year term, in such manner and upon such conditions as His Majesty may then prescribe.

Termination of Contract.

Section 28 referred to in section 1, reads as follows:—

28. 'It is declared to be the true intent and meaning of these presents that the minister shall have the right at any time during the continuance of this contract, upon thirty days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the minister that there has been any breach on the part of the contractors their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.'

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.		PASSENGER ACCOMMODATION.			Refrigerator Space.	N. H. P.	Speed.	BUILT.			
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.				3rd Class.			
													Feet.	Feet.	Feet.
Victorian.....	520	60·4	38·0	6,744	10,629	4,000	250	300	900	17,260	*12,000	18	Belfast.....	1904	Steel.
Virginian.. ..	520·4	60·3	38·0	6,844	10,754	4,000	250	300	900	12,440	*12,000	18	Linthouse .	1905	Steel.
Corsican	500·3	61·2	38·0	7,299	11,436	6,000	150	300	1,300	24,270	1,440	15	Whiteinch.....	1907	Steel.
Grampian.	485·7	60·2	38·1	6,119	9,603	6,100	150	250	1,000	23,320	1,262	15	Linthouse.....	1907	Steel.
Hesperian.	485·5	60·2	38	6,124	9,599	6,100	150	250	1,000	23,320	1,262	15	Linthouse.....	1908	Steel.
Tunisian.....	500·6	59·2	39·8	6,802	10,576	8,500	150	250	1,000	21,759	1,346	15½	Linthouse.....	1900	Steel.

* I. H. P.—Turbine Engines.

In addition to the above an agreement exists between the Allan Line and the Canadian Pacific Railway Company whereby the following steamers are employed in this service :—

Empress of Britain.	548·8	65·7	36·7	8,024	14,189	6,000	300	350	1,000	28,000	3,200	18½	Govan.....	1906	Steel.
Empress of Ireland.	548·9	65·7	36·7	8,028	14,191	6,000	300	350	1,000	28,000	3,200	18½	Govan.....	1906	Steel.

Distances.

The distance between Liverpool and Rimouski via Belle Isle is stated to be 2,490 miles; between Liverpool and Halifax, 2,450 miles; between Liverpool and St. John, 2,729 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.		Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.			
1907	Allan Steamers—	13,075	57,487	—	Not Stated.		\$555,432 47			
	East	30,356	52,121							
	West.....									
	Total	43,431	109,608							
	C. P. R. Steamers—									
	East.....	6,686	25,220							
1908	West.....	10,278	27,661	Lock Bags TiedSacks		578,447 12			
	Total..	16,964	52,881							
	Grand Total.....	60,395	162,489							
	Allan Steamers--							45,671	14,286
	East	14,644	66,955							
	West.....	16,957	56,567							
Total	31,601	123,522								
C. P. R. Steamers—			...	12,706	42,480					
East	21,461	60,312								
West.....	25,055	51,592								
Total.....	46,516	111,904								
Grand Total	78,117	235,426								
1909	Allan steamers—						738	58,377	56,766	
	East	12,448	87,342							
	West	21,287	80,430							
	Total	33,735	167,772							
	C. P. R. Steamers—			60,795	21,894				
	East.....	11,371	60,432							
West.....	27,681	54,655								
Total.....	39,052	115,087								
Grand Total.....	72,787	282,859								
1909			738				77,638	59,345		

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169.

(Atlantic Service.)

ELDER, DEMPSTER & CO.

Vote 169.—Steam Services between Canada and Mexico on the Atlantic and Pacific Oceans.

1909-10	\$116,666.66
1910-11	\$125,000.00

There are two services run under this vote, viz.: from Montreal in summer and Halifax in winter to Mexican ports on the Atlantic; and from Vancouver and Victoria to ports in Mexico on the Pacific coast.

The Atlantic service is performed by Messrs. Elder, Dempster and Company, of Liverpool, England, under terms of a contract bearing date November 8, 1909, and which expires on September 15, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors owning and controlling the steamships of the gross and net tonnage hereinafter mentioned, viz.: the *Sokoto* of 3,092 gross and 1,969 net; the *Bornu* of 3,238 gross and 2,070 net; each having passenger accommodation for not less than 60 first-class and 20 second-class passengers, and guaranteed as rating at Lloyds 100 A1, did on or prior to the fifteenth day of September last prior to the date of these presents, place such steamships or such others approved by the minister as were necessary to fulfil the terms of this agreement, on a route between the Dominion of Canada and the Republic of Mexico as hereinafter stated, and have since that date and will continue to maintain therewith until the fifteenth day of September, in the year 1910, a monthly service, as follows:—

(a.) From the port of Montreal during the season of open navigation on the River St. Lawrence, calling at—

- (1.) Charlottetown, in the province of Prince Edward Island, whenever reasonable freight or passengers are offered from that port.
- (2.) Halifax, in the province of Nova Scotia.
- (3.) Nassau, in the Bahama Islands, and
- (4.) A port or ports in the Island of Cuba;

extending each and every such voyage to and calling at the ports of Progreso, Vera Cruz and Tampico, and, when required so to do by the minister, at Coatzacoalcas, in the Republic of Mexico, and upon all return voyages calling at Halifax and, at the option of the contractors, at a port or ports in Cuba and at Nassau.

(b.) During the season of closed navigation on the River St. Lawrence, from the port of Halifax, N.S., to the ports in Mexico hereinafter stated, calling at Nassau, in the Bahama Islands, and a port or ports in Cuba to the ports of Progreso, Vera Cruz and Tampico, and, when required so to do by the minister, at Coatzacoalcas, in the Republic of Mexico, and returning from the said Mexican ports to Halifax, N.S., and calling, at the option of the contractors, at a port or ports in Cuba and Nassau.

(c.) The sailings from the Canadian ports of departure being at regular intervals on such fixed dates as may be sanctioned by the minister; such dates to be advertised at least twenty days in advance of each of the respective sailings.

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Speed.

2. Each of the said steamers while employed as herein agreed shall, on all north and south bound voyages, run at an average speed of not less than ten knots per hour, extraordinary conditions of the weather excepted.

Subsidy, \$50,000 per annum.

3. Subsidy is payable at the rate of fifty thousand dollars (\$50,000) per annum, in monthly payments of four thousand one hundred and sixty-six dollars and sixty-six cents (\$4,166.66) on the completion of each monthly round voyage so run in compliance with the terms of this agreement.

Time-tables—Deductions from Subsidy.

5. 'It is understood and agreed to be a further condition of these presents that the contractors shall from time to time furnish the minister with time-tables showing the proposed sailings, and upon the same being approved by the minister they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substitute steamer sanctioned by the minister, does not sail from a terminal port as herein specified within three days of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure of sail from such terminal port; provided, however, that the minister may authorize any vessel to sail at an earlier or a later date than that specified in such time-table should he for any reason deem it advisable to do so.

Freight Rates.

Clause 8 provides that freight rates on both north and south bound trips are to be approved by the minister.

Freight and passengers to be routed via I. C. R.

Clause 9 provides for the delivery of freight from Mexico to the I. C. R. at Halifax, unless otherwise routed by shippers or consignees; under condition that the freight rates on the I. C. R. are not in excess of rates on other railways between similar points. It is also provided that passengers for points in the Maritime Provinces or Quebec are to be handed over to the I. C. R. at Halifax, provided that such routing is controlled by the contractors.

Freight for export to Mexico is, when possible, to be delivered to the I. C. R. at Montreal.

Transportation of Canadian Trade Commissioners.

Clause 10 provides for the free transportation (including meals and berths) of Canadian Trade Commissioners and their wives and children, and also Canadian Commercial Agents, when travelling upon their official duties, or being transferred from one port to another, upon request of the minister. Free transportation for household effects is also to be included.

Accommodation for Halifax Cargo.

11. The contractors further agree to reserve such accommodation as may be required for Halifax cargo upon each trip to Mexico performed during the continuance of this contract.

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Carriage of Mails.

Clause 13 of the contract provides for the carriage of mails.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOM- MODATION.		Refrigerator space.	N.H. P.	Speed	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capac- ity.	1st Cl.	2nd Cl.				At	In	Of
	Ft.	Ft.	Ft.			D. W.			C.F.		Knots			
Bornu...	345	42·2	23	2,074	3,238	4,300	65	36	Nil.	296	10·5	Barrow.	1899	Steel.
Sokoto ..	345	42·2	23	1,969	3,092	4,210	65	24	Nil.	296	10·8	Barrow.	1899	Steel.

Distances.

The distance from Montreal to Vera Cruz is given as 3,745 miles; from Vera Cruz to Montreal, 2,941 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.				Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
1907	700				45,811		Not Stated.	Not Stated.		\$50,000 00
1908		First Class.	Second Class.	Third Class.	Tons Weight.	Tons Meas't.		Lock Bags.	Tied Sacks.	\$50,000 00
	In.....	49	236	159	4,360	41,870	Nil.	.....	Nil.	
	Out.....	104	526	30	10,495	21,975	Nil.	3	Nil.	
	Total.	153	762	189	14,855	63,845				
1909										50,000 00
	In.....	52	44	1	2,110	26,751	.....	4	.....
	Out.....	76	1,173	.....	14,227	15,239	.....	.....	.....
	Total.	128	1,217	1	16,337	41,990	.....	4	.....

169.

CANADA AND MEXICO.

(Pacific Service.)

T. H. WORSNOP.

The service on the Pacific coast is performed by Thomas Herbert Worsnop, of London, England, under terms of a contract bearing date March 11, 1909, for a period of three years from the first sailing of such steamers. The principal provisions, aside from those common to all contracts, are as follows:—

Ports of Call.—Frequency of Service.

1. The contractor, controlling two or more steamships sailing under the British flag or Mexican flag, each of a carrying capacity of not less than 3,500 tons, with a guaranteed rating at Lloyds as A 1, and having adequate passenger accommodation, will within four months from the 1st of May, 1909, place the same or other steamships of like or greater capacity, approved by the minister, on a route between Vancouver and Victoria, in the province of British Columbia, and the ports of Mazatlan, Manzanillo, Acapulco and Salina Cruz, situate on the Pacific coast of the Republic of Mexico; and will therewith maintain for a period of three years from the first sailing of such steamers from the terminal port of Vancouver or Salina Cruz, a regular monthly service between such terminal ports and calling on all voyages both south and north-bound at the aforementioned intermediate ports, and at such other ports in the province of British Columbia and the Republic of Mexico as may be approved by the minister, sailing from each such terminal ports regularly once in each calendar month and on such fixed days as may be sanctioned by the minister; such dates to be advertised at least twenty days in advance of sailings; and shall complete each year during the continuance of this contract twelve full round voyages.

Calls at United States Ports.

2. Permission is granted for the steamers to call at either the port of San Pedro or San Diego, United States, south bound, to deliver cargo from a British Columbia port; but they are not permitted to load United States cargo for Mexico. When northbound they are permitted to deliver cargo at the said United States ports from a Mexican port when sufficient inducement is offered; but they are not required to make a call at any one of said United States ports if sufficient cargo is not offered to cover cost of such a call.

Speed.

3. Each of the steamers employed as herein agreed shall on all south and north-bound voyages run at an average speed of ten knots per hour, extraordinary conditions of the weather excepted.

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Passenger freight rates.

4. The contractor shall carry on each trip of any steamer employed under this contract according to its capacity, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates both as to passengers and freights which may be from time to time approved by the minister.

Transportation of Canadian Trade Commissioners, etc.

Clause 8 provides for the free transportation of Canadian Trade Commissioners, their wives and children, and household effects, when requested by the minister.

Subsidy: \$50,000 per annum.

This subsidy is at the rate of fifty thousand dollars (\$50,000) per annum, payable in monthly instalments of \$4,166.66, or upon the completion of each round voyage from Vancouver.

Carriage of Mails.

Clause 13 of the contract provides for the carriage of mails.

Calls at foreign ports.

16. The steamers employed in carrying out the provisions of this contract shall not on any of their trips, while employed in this service, call at any foreign port not specified in this contract, Mexican ports excepted.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.		Refrigerator space.	N. H. P.	Speed Knots	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Carg. capacity.	1st Class.	2nd Class.				At	In	Of
	Ft.	Ft.	Ft.											
Lonsdale	340	41	26.5	2,043	3,170	4,500	20	25	Nil	292	11.25	Sunderland.	1890	Steel.
Georgia	335	40	27.7	1,778	2,797	4,000	20	25	Nil.	370	11	N'castle-on-Tyne	1889	Steel.

Distances.

The distance from Vancouver to Salina Cruz is 2,965 miles; from Salina Cruz to Vancouver via Guaymas, 3,572 miles.

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TRAFFIC RETURNS.

Calendar Year.	Passengers Carried.	Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907	57	7,110	Not Stated.	Not Stated.	\$33,333 29
1908	In..... 83 Out..... 69	3,358 16,368	Nil. Nil.	5 10	
	Total..... 152	19,726	Nil.	15	\$45,833 33
1909	In..... 30 Out..... 30	11,116 12,526	Nil. Nil.	42 29	
	Total.. ... 60	23,642	Nil.	71	\$50,000 60

170.

CANADA AND NEWFOUNDLAND.—REID NEWFOUNDLAND COMPANY,
LTD.

Vote 170.—Steam Service or Services between Canada and Newfoundland.

1909-10	\$18,000
1910-11	\$18,000

This service is performed by the Reid Newfoundland Company, Limited, of St. John's, Newfoundland, under terms of a contract bearing date July 21, 1909, which expires on March 31, 1910, and the principal provisions of which are as follows:—

Frequency of service.—*Ports of call.*

1. The contractors having on the first day of April next preceding the date of these presents, placed the steamship *Bruce*, described as a steel screw steamship having a speed of 16 knots, 1,155 gross tonnage, classed 100 A1 at Lloyds, with double bottom of cellular construction, on the route hereinafter described, will establish and maintain until March 31, 1910, a regular steamship service between North Sydney, in the province of Nova Scotia, and Port aux Basques, in Newfoundland, and the contractors hereby further agree to furnish such other steamship or steamships as may be necessary from time to time, which steamships shall be subject to the approval of the minister, for the proper performance of the service hereinafter described, and which said service shall consist of a complete round trip each day, except Sunday, between the ports of North Sydney and Port aux Basques, but should there for any reason not be six round trips during each week there shall not be less than three complete round trips between the said ports each week during the

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continuance of this contract, excepting that if in any week Port aux Basques be blocked and the steamer is compelled to go to Placentia, two round trips instead of three shall be the minimum number in any such week.

Government Wharfs.

In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: 18,000 per annum.

2. Subsidy is payable at the rate of eighteen thousand dollars (\$18,000) per annum, but in case the full six complete round trips are not performed each week, a reduction of sixty-four dollars (\$64.00) shall be made for each round voyage not so performed, or a reduction of one-half the said sum of sixty-four dollars (\$64.00) for each single trip not so performed, and should there be from any cause whatever, less than three complete round trips in any one week, no subsidy, or part thereof, shall be paid on account of any service performed during such week, unless it be established to the satisfaction of the minister that such failure has been caused by stress of weather; the said subsidy to be paid quarterly, viz.: for the periods ending the 30th days of June and September, and the 31st days of December and March, during the continuance of this contract.

Calls at foreign ports.

6. The steamers employed in carrying out the provisions of this contract shall not on any voyages either outward or homewards call at any foreign port not specified in this contract.

Transportation of Canadian Trade Commissioners.

15. The Canadian Trade Commissioners and their wives and children, or Canadian Commercial Agents, shall be granted free transportation, meals included, with first-class accommodation, and free transportation for their household effects, upon any steamships employed by the contractors in the performance of this contract, when requested to do so by the Minister, and when the said Commissioner or Commercial Agent is travelling upon his official duties, or being transferred from one official post to another.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator space, Cu. Ft	N. H. P.	Speed. Kts.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capac- ity.	1st Class	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Bruce ..	236·6	32·6	19·7	343	1,155	.....	72	218	.....	Nil.	350	16	Point- house.	1897	Steel.
Glencoe	208	30 1	16·7	336	767	.....	42	125	....	Nil.	185	13	Point- house.	1899	Steel.

Distances.

The distance from Port aux Basques, Nfld., to North Sydney, N.S., is 102 miles.

TRAFFIC RETURNS.

No service was run during 1907.

Calendar Year.	Passengers Carried		Tons Freight Carried.	Live Stock.	Mails.		Subsidy Paid
	First Class.	Second Class.			Sealed Bags.	Tied Sacks.	
1908	5,351	9,223	10,176	764	2,112	11,796	\$12,272
1909	In...3,759	5,511	8,917	449	973	1,152	\$2,646 50
	Out...4,222	7,630	969	.....	954	12,885	
	Total7,981	13,141	9,886	449	1,927	14,037	

171.

CANADA AND NEW ZEALAND.

RICHARD A. ALLEY.

Vote 171.—Steam Service between Canada and New Zealand

1909-10	\$50,000
1910-11	\$50,000

This service is performed under the terms of a contract entered into with Richard A. Alley, of Vancouver, B.C., dated December 28, 1905, and which expired on the completion of three full years' service. The service was commenced on April 26, 1906, and terminated on April 25, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Ports of Call—Frequency of Service.

1. 'The contractor being the owner of or having control of the steamship *Africander* of 2,742 tons gross register, and other steamers, will therewith within three months from the date hereof or with steamships of like class, rating, and of not less capacity, approved by the minister, establish a regular service between the port of Vancouver, in the province of British Columbia, and the ports of Auckland, Wellington, Littleton, Dunedin and Bluff, in the colony of New Zealand, such service to commence by one of the said steamers sailing from one of the said ports in New Zealand for Vancouver within three months from the date of the signing of the new Zealand agreement, to be followed by the other two months later, the first one sailing on the return from Vancouver within two months following the date of the first

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sailing from New Zealand to be followed by the other two months later and, to so continue sailing from both terminal ports at intervals of two months during the continuance of this contract, with the option on the part of the contractor of calling on all or any trips at Fiji, and with the further option of also calling at the port of Victoria, in British Columbia, on any or all trips run.

Calls at New Zealand Ports.

2. 'It is understood and agreed that in so far as the above named ports in New Zealand are concerned, calls shall be made on each trip at three of them alternating as occasion may require, and with the option on the part of the contractor of calling at other New Zealand ports when found necessary, such further calls, however, not to interfere with the regular running of the service or the sailing from New Zealand on such dates as may be fixed in terms hereinafter provided.

Improvement of Service.

3. 'It is understood and agreed that should the traffic over the route named so increase as to warrant the putting on of larger steamers or of sailing the steamers more frequently than hereinbefore provided, the contractor is to furnish and run such steamers or such more frequent service, always subject to the approval of the minister as to sailing dates and conditions, without, however, any additional subsidy being payable than that hereinafter provided.

Subsidy; £10,000 per annum.

This subsidy is payable at the rate of ten thousand pounds sterling (£10,000) per annum, payable in five instalments of one thousand and six hundred pounds (£1,600) each, on the completion of each of five full round voyages; and the balance of two thousand pounds (£2,000) on the completion of a years' service as herein contracted for; and in like manner and like instalments during each year's continuance of this contract;

Equipment of Steamers.

7. 'The steamers to be employed as herein specified, shall at all times during the continuance of this contract, be fully seaworthy, well officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractor has hereby undertaken to perform; and shall have ample and suitable accommodation for the mails and freight to be carried over the routes specified; and shall, at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.

Carriage of Mails.

Under clause 8 of the contract, the contractors are required to carry any mails that may be tendered to them by the Post Office authorities of Canada.

Calls in Australia and Honolulu.

20. 'It is understood and agreed that when other cargo is not available, the steamers employed in the service may call at a port or ports in Australia and at Honolulu to load and discharge cargo; provided always that such additional call or calls shall not be of such a character as to prevent the steamer taking up her sailing date at the appointed time from a terminal port; and it is further understood that any such variation from the usual direct route shall not be made in manner to compete with the subsidized service between Canada and Australia.

Delays not being by Default of Contractor.

22. 'It is understood and agreed that penalties will not be enforced against the contractor if it be shown that the delay in being ready to proceed to sea or to comply with any other terms of this contract has arisen without neglect or default of the contractor, his agents or servants, or by the act of God, the King's enemies or other *force majeure*.

Termination of Contract after Commencement of a Steamer's Voyage.

23. 'It is understood and agreed that in the event of one of the contractor's steamers having started on her voyage and the minister shall decide to terminate this contract for any cause or reason beyond the control of and not being the fault of the contractor, the said steamer shall be deemed to have earned the subsidy for the voyage on which she has sailed.

Subsidy from New Zealand Government.

28. 'It is further conditioned, understood and agreed that this contract is subject to the granting by the New Zealand government of a like yearly subsidy to that hereinbefore provided, failing which this agreement is to be null and void from the time such New Zealand subsidy ceases.

Termination of Contract.

29. 'This contract shall terminate on the completion of three full years' service unless sooner terminated under the provisions of sections 18, 19 or 28 hereof.'

Description of Vessels Employed.

The steamers employed in this service were as follows:—

SS. *Den of Ruthven*, built of steel at Whiteinch in 1907; registered at Dundee in 1907; length, 400 feet; breadth, 52 feet; depth, 27.8 feet; net tonnage, 3,116; gross tonnage, 4,937; 530 nominal horse-power.

SS. *Indravelli*, built of steel at Whiteinch in 1897; registered at Liverpool in 1897; length, 400 feet; breadth, 49.2 feet; depth, 35.8 feet; net tonnage, 3,768; gross tonnage, 5,805; 468 nominal horsepower.

Distances.

The distance from Vancouver to Wellington N. Z., is given as 6,500 miles; from Vancouver to Auckland, N.Z., 7,400 miles. These distances are approximate.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock.	Bars Mails.	Subsidy Paid.
1907	Nil.	19,613		Not stated.	Not stated.	\$40,879 99
		Tons Weight.	Tons Meas.			
1908	In Nil. Out Nil.	3,200 40,750	30 2,750	" "	150 660	
Total		43,950	3,080	Nil	810	\$31,146 66
1909, Jan. to June 1	In Nil. Out Nil.	520 422	360 11,405	Nil Nil	34 119	\$27,253 31 (Of this amount \$23,359.98 was on account of 1908 service.)
		942	11,765		153	

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172.

CANADA AND SOUTH AFRICA.

ELDER DEMPSTER & CO.

Vote 172.—Steam service between Canada and South Africa.

1909-10	\$146,000
1910-11	\$146,000

This service is performed by Messrs. Elder, Dempster & Company, of Liverpool, England, under terms of a contract bearing date May 18, 1907, and which expires September 30, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

1. 'During the term of five years from the first day of October, one thousand nine hundred and seven the contractors shall well and efficiently provide work and maintain a service (hereinafter called "the service.") of cargo and mail carrying steamships of the descriptions hereinafter mentioned, sailing from Montreal and calling at Quebec, and at the option of the contractors at other Canadian ports during the St. Lawrence season; and from St. John and calling at Halifax, and at the option of the contractors at other Canadian ports during the remainder of the year (hereinafter called "the Canadian ports"), and proceeding direct to Cape Town and such other South African ports (not less than two other ports) as may be arranged (hereinafter called "the South African ports"), upon and subject to the conditions and provisions hereinafter contained.

2. 'The contractors shall at all times during the said term provide and maintain such steamships of the descriptions hereinafter mentioned (hereinafter called "the steamers") as may from time to time be required for the purposes of the service. Each of the steamers shall:—

Size and Registry of Vessels.

(a) Be a British vessel of not less than five thousand tons deadweight capacity, furnished with adequate cargo space, and shall be a good, substantial and efficient steam vessel of adequate power and speed, and supplied with first-rate appropriate steam engines and in all respects suited to the performance of the service within the respective times herein stipulated, and shall be provided and kept by the contractors seaworthy and in complete repair and readiness to the satisfaction of the minister.

Speed.

(b) 'When employed on the service maintain an average rate of speed of not less than ten knots an hour.

Cold Storage.

(c) 'Be suitably fitted with cold storage accommodation and appliances which shall from time to time be the best known for the purpose and capable of carrying in

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such cold storage not less than two hundred tons of cargo. Provided the contractors shall from time to time in the event of goods offering for shipment provide such further cold storage accommodation as shall be sufficient to meet the requirements of the trade offering.

Electric Light and other Fittings.

(d) 'Be supplied with an adequate number of boats and life-saving appliances in compliance with the law, and shall be fitted with electric light and all modern appliances and conveniences and be otherwise constructed, fitted and equipped properly and substantially in a manner suitable for all the requirements of the service and to the satisfaction in all respects and subject to the approval of the minister; provided that the contractors shall, from time to time, in the event of goods being offered for shipment, provide further vessels having such carrying capacity, accommodation and appliances as shall be sufficient to meet the requirements of the trade offering.

Carriage of Mails.

3. 'The steamers are:—

(a) 'To carry all mails sent under the authority of the Postmaster General of the Dominion of Canada (hereinafter called "the Postmaster General") for transmission from Canada to South Africa, irrespective of their origin and ultimate destination.

(b) 'Except such letters as are not required by law to pass through the post office, the contractors shall not receive or permit to be received for conveyance on board any steamer any letters other than those mentioned. No mails shall be conveyed by any such steamer on behalf of any colony or foreign country without the permission of the Postmaster General. The whole postage of any mail conveyed by any steamer shall under all circumstances be at the disposal of the Postmaster General.

Frequency of Service.

4. 'The contractors shall on the first day of October, one thousand nine hundred and seven, and thereafter until the thirtieth day of September, 1912, at least monthly during the first fifteen days of each month, cause one of the steamers properly found in all respects, to leave one of the Canadian ports, and thence to call at the other of the Canadian ports, and thence proceed direct to one of the South African ports, and thence to call at the others of the South African ports; and the contractors further agree, in the event of goods being offered for shipment, to provide such additional vessels having carrying capacity and accommodation and appliances as shall be sufficient to meet the requirements of the trade offered.

Precedence to be given to Canadian Goods and Shippers.

6. 'No preference, priority or advantage whatsoever shall be granted by the contractors as regards the shipment and conveyance of any goods or products, directly or indirectly, against shippers of Canadian goods and products, who shall always have precedence for such Canadian goods and products over all other shippers, provided that such shippers in respect of such Canadian goods and products shall give not less than ten days' notice in writing to the contractors at their office at the port of shipment, specifying the nature and amount of such goods and products before the date advertised for the departure of any steamer of their intention to ship goods and products, who shall at the same time, if required by the contractors, pay a deposit of not less than 10 per cent upon the freight chargeable in respect of the carriage of such goods and products, and subject thereto the contractors shall ship all such goods and products in order of priority according to the time at which the same shall be actually received by the contractors for shipment.

Freight Rates.

7. 'The rates charged by the contractors shall under the same circumstances be the same scale of rates to all shippers and classes of shippers for each class of goods.

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so that no undue advantage, privilege or monopoly may be afforded to any person or classes of persons in respect of such rates.

Subsidy, \$146,000 per annum.

This subsidy is \$146,000 per annum payable in the city of Ottawa in four quarterly payments payable in the months of January, April, July and October in each and every year during the continuance of this agreement, and subject always to such subsidy being voted by the Parliament of the Dominion of Canada.

Subsidy from any other source.

16. 'The contractors shall not in respect of the services receive or accept any subsidy or aid pecuniary or otherwise from any colony or foreign country or any provincial, civic or municipal authority or any person or persons or corporation or corporations, and should any such subsidy or aid be received by the contractors, the Dominion government may deduct the amount thereof from the amount of the next quarterly payment due and owing under this contract, and so from time to time and as often as the contractors receive such subsidy or aid from any colonial or foreign government, provincial, civic or municipal authority or any person or persons or corporation or corporations; but this provision is not to be deemed as a permission or authority for the contractors receiving any such subsidy or aid.

Calls for coaling.

18. 'Subject to the due performance by the contractors of the obligations imposed on them by this contract, they shall be at liberty in sailing from the Canadian ports to the South African ports to call solely for the purpose of coaling at any ports not situate on the continent of America.

Exemptions from calling at Canadian ports.

19. 'If at any time the contractors furnish to the minister evidence satisfactory to him that sufficient cargo is not forthcoming from any of the ports of call in Canada, he may in his discretion exempt either temporarily or permanently the steamers of the contractors from visiting such ports.

Commencement of Service.

25. 'This contract shall come into force and have effect on and from the first day of October, one thousand nine hundred and seven.'

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Acc., 1st Class.	Refrigerator Space.	N. H. P.	Speed.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity, D. W.					At	In	Of
	Ft.	Ft.	Ft.					Cu. Ft.		Kts.			
Melville	385·0	48·8	26·9	2,872	4,439	7,200	12	59,647	359	11	Port Glasgow....	1902	Steel.
Canada Cape..	360·0	48·0	20·2	2,795	4,286	6,500	6	65,940	372	10	Howdon-on-Tyne..	1904	Steel.
Benin.	375·2	47·3	18·8	2,788	4,313	7,100	2	9,200	396	11	Wallsend-on-Tyne	1907	Steel.
Bendu	375·2	47·3	18·9	2,821	4,319	7,100	2	9,200	396	11	Wallsend-on-Tyne	1906	Steel.
Monarch	470·0	56·0	31·9	4,776	7,355	12,500	6	26,500	548	11	Wallsend	1897	Steel.
Yola.	356·0	45·2	18·7	2,246	3,504	5,625	12	Nil.	296	10	Sunderland.....	1898	Steel.

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Distances.

The distance between St. John and Cape Town, South Africa, is given as 6,978 miles; between Montreal and Cape Town, South Africa, is 7,338 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.
1907.	Not stated.	47,314		Not stated	Nil.	\$146,000 00
		Weight	Meas.			
1908	5	25,690	16,977	69	Nil.	146,000 00
1909	In Out	21	29,679	26,140	Nil.	Nil.
Total..	21	29,840	26,140			146,000 00

173.

FROUDE'S POINT AND LOCKEPORT, N.S.

MUNICIPAL CORPORATION OF THE TOWN OF LOCKEPORT, N.S.

Vote 173.—Steam service between Froude's Point and Lockeport

1909-10	\$600
1910-11	\$600

This service is performed by the municipal corporation of the town of Lockeport, N.S., under terms of a contract dated June 12, 1908, which expired on March 31, 1909, and was renewed until March 31, 1910.

The principal provisions of the contract are:—

Frequency of Service—ports of Call.

1. The contractor, having maintained from the 1st day of April, prior to the date of these presents, a service of not less than twelve round trips each week on the route between Lockeport, N.S., and Froude's Point, N.S., calling at Rockland with the steamship *D. D. Mann*, of 130.41 gross tonnage and 88.68 net tonnage, with passenger accommodation for 40 people and speed of nine knots, the said contractor hereby agrees to continue and maintain the said service until March 31, 1910.

Government Wharfs.

2. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable, and when such wharfs are available.

Subsidy, \$600 per annum.

3. Subsidy is payable at the rate of six hundred dollars (\$600) per annum, payable as follows:—Three hundred dollars (\$300) upon the first day of October next

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following the date of these presents, and the balance of three hundred dollars (\$300) upon the completion of the service as hereinbefore defined, or such proportionate sum as may have been earned on the said thirty-first day of March, 1910.

Carriage of mails.

Clause 5 of the contract provides for the carriage of mails.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
				Lock Bags.	Tied Sacks.	
1908.	In.....3,317	600	Nil.	1,884	900	
	Out.....3,308	576	"	1,884	900	
Total.....	6,625	1,170	. . . . .	3,768	1,800	\$600 00
1909.....	In. ....3,457	1,015	. . . . .	2,150	840	
	Out... ..3,014	700	. . . . .	2,150	840	\$636 66
Total	6,471	1,715	. . . . .	4,300	1,680	

174.

GASPE BASIN AND DALHOUSIE OR CAMPBELLTON.

FRASERVILLE NAVIGATION COMPANY, LTD.

Vote 174.—Steam service from the opening to the closing of navigation in 1910, between Gaspé Basin and Dalhousie or Campbellton.

1909-10	\$15,000
1910-11	\$15,000

A contract dated February 13, 1909, was entered into with the Fraserville Navigation Co., Ltd., of Fraserville, Que., to perform this service. It expires on the close of navigation in 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service.

1. ‘The contractors on the opening of navigation on the route between Campbellton aforesaid and Gaspé Basin, in the province of Quebec, in the spring of the year, 1909, that is to say, as soon as the ice will permit of the running of a steamer over the said route, will place the steamer *Canada*, of a length over all of 185 feet, breadth 27 feet, depth 19 feet, gross tonnage about 704 tons, net tonnage about 449 tons, of a speed of 14 knots per hour, fully and properly fitted for the accommodation of over 50 passengers, and having adequate accommodation for such freight as may be offered for conveyance over said route; and will with such steamer maintain a regular semi-weekly service from the opening of navigation in the year of these presents to the close thereof in the autumn of the said year, that is to say, until the ice will not permit of the running of the steamer over the said route, during which period there shall be made at least 60 full round trips from Campbellton to Gaspé basin aforesaid and return, and so in like manner during each year covered by this contract.

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Ports of Call.

‘ On each trip run both to and from Gaspé Basin as aforesaid, the steamer shall call at each of the ports of Dalhousie, Carleton, Maria, New Richmond, St. Charles de Caplan, Bonaventure, New Carlisle, Paspébiac, St. Godfroi, Port Daniel, L’Anse aux Gascons, Newport, Grand Pabos Mills, Little Pabos, Grand River, Little River East, Cape Cove, Barachois de Mal Baie, Percé, Point Peter, Douglastown and Grand Greve.

Period of Contract.

2. ‘ This contract shall remain in force until the close of navigation in the year one thousand nine hundred and twelve (1912) unless sooner terminated by the minister under the provisions of section 17 hereof.

Subsidy: \$15,000 per Annum.

Subsidy is payable at the rate of fifteen thousand dollars (\$15,000) per annum in equal instalments of five thousand dollars (\$5,000) on each first day of July and October occurring during the continuance of this contract, and the balance of five thousand dollars (\$5,000) of each yearly amount on the completion of each year’s service as hereinbefore contracted for; it being understood, declared and agreed that if for any reason there should not have been run in any one season at least sixty full round trips, there shall be deducted a proportionate amount from the final payment otherwise due for each year’s service.

Carriage of Mails.

Clause 5 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The s.s. *Canada* was built at Kinghorn, Fife, in 1892, of iron, and registered at Halifax, N.S., in 1905; length, 185.5 feet; breadth, 27.2 feet; depth, 19.5 feet; net tonnage, 449; gross tonnage, 704; 131 horse-power; speed, 14 knots.

Distances—Traffic Returns.

The distance between terminal points is 225 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
				Lock Bags.	Tied Sacks.	
1907†	East 4,108	2,908	Not stated	Not stated.		\$13,250 00
	West 5,152	1,105				
	Total 9,260	4,013	. . . . .	. . . . .	. . . . .
1908 *	East 2,560	3,834	11	952	191	\$12,000 00
	West 2,624	1,855	20	952	191	
	Total 5,184	5,689	31	1,904	382	
1909	East 2,373	760	11	279	33	\$12,750 00
	West 2,524	3,578	30	472	48	
	Total 4,897	4,338	41	751	81	

* Statistics for 1908 are estimated only. Actual returns could not be obtained owing to wreck of ‘ Lady Eileen,’ and proposed winding up of Interprovincial Navigation Co.
† Service performed by Interprovincial Navigation Co.

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175.

GASPE BASIN AND NORTH SHORE RIVER AND GULF OF ST. LAWRENCE.

LOUIS S. CORMIER.

Vote 175.—Schooner service twice per month during the season of open navigation between Gaspé Basin and the North Shore of the River and Gulf of St. Lawrence.

1909-10	\$1,000
1910-11	\$1,000

The service is performed by Louis S. Cormier, of Esquimaux Point, Quebec, under terms of a contract bearing date June 14, 1909, which expires on the close of navigation in that year. The principal provisions, aside from those common to all contracts, are as follows:—

Schooner Service.

1. ‘That wherever the word “steamer” occurs in this contract, it shall be read and interpreted as if written or printed “schooner,” the intent and meaning of the contract being for a schooner service.

Frequency of Service and Ports of Call.

2. ‘The contractor owning or having control of the schooner *H. B.*, of fifty-seven tons register, will therewith, commencing upon the opening of navigation in the present year, run a regular fortnightly service between Gaspé Basin and the following ports on the north shore of the River or Gulf St. Lawrence, calling thereat on all trips to or from Gaspé Basin aforesaid, that is to say, running between and calling at during the remaining season of navigation in the current year from Gaspé Basin to Mingan, Long Point, Mingan, Esquimaux Point, Batchowan, Piastre Bay, Aguanish Isle Michon and Natashquan, and at River St. Jean, Magpie, Thunder River, Shel-drake, when the conveyance of mails, passengers or freight so require; and at such other intermediate ports or places as may be required by the minister.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the Contractor agrees to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$1,000 per Season.

Subsidy is payable at the rate of one thousand dollars (\$1,000) for the season's service, payable in installments of three hundred and fifty dollars (\$350) on the first day of August next following the date of these presents; a like sum of three hundred and fifty dollars (\$350) on the first day of October next following; and the balance of three hundred dollars (\$300) on the completion of the service herein contracted to be performed; at which time this contract shall cease and determine.

Carriage of Mails.

Clause 6 of the contract provides for the carriage of mails.

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Description of Vessel Employed.

The schooner *H. B.* has a tonnage of 57; speed, 8 knots.

Distance.

The distance between terminal points is given as 205 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Freight Carried.	Live Stock.	Mail Sacks.	Subsidy Paid.
1907.....	50	Not stated ... In.—415,000 feet shingles.	Not stated.. .	Not stated	\$800
1908.....	15	Out.—250 quin- tals fish; 81,000 feet board; 300 pails lard; 500 bags salt; 21 tons other freight.	75	21	\$1,000
1909.....	31	124,627 ft.lumber 309,000 shingles. 86 boxes 190 tons hardw.. 100 sacks. 64 bags salt. 18 puncheons ... 7,000 laths	2 cows. 40 hens.	50	\$1,000

176.

GRAND MANAN AND MAINLAND.

GRAND MANAN STEAMBOAT COMPANY.

Vote 176.—*Steam service between Grand Manan and Mainland.*

1909-10	\$5,000
1910-11	5,000

This service is performed by the Grand Manan Steamboat Company of Grand Manan, N.B., under terms of a contract bearing date March 17, 1909, and which expires on March 31, 1912. The principal provisions, aside from those common to all contracts, as as follows:—

Period of Contract.

1. ‘The contractors will on the first day of April next following the date of these presents, place their steamer, the *Aurora*, on the routes hereinafter described between the island of Grand Manan and the mainland, and will from that date carry on and maintain with the said steamer *Aurora* until the thirty-first day of March, 1912, the following services, that is to say, they will during each of the months of June, July, August and September, occurring during the continuance of this contract, run the said steamer
- (a) one trip each week between Grand Manan aforesaid and St. Andrews, on the mainland, via and calling on all trips both going and returning at Campobello and at Eastport, Maine.
 - (b) one trip each week between Grand Manan and St. John via and calling on all trips both going and returning at Campobello and Eastport aforesaid;

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(c) one trip each week between Grand Manan and Eastport via and calling on all trips both going and returning at Campobello aforesaid;

(d) one trip each week between Grand Manan and St. Stephen via and calling on all trips both going and returning at Campobello, Eastport and St. Andrews;

And during the remaining eight months of each year occurring during the continuance of this contract will run;

(e) one trip each week between Grand Manan and St. Stephen via and calling on all trips both going and returning at Campobello, Eastport and St. Andrews;

(f) one trip each week between Grand Manan and St. John via and calling on all trips both going and returning at Campobello and Eastport aforesaid;

(g) one trip each week from Grand Manan to St. Andrews, calling at Campobello and Eastport on all trips both going and returning.

Government Wharfs.

2. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable, and when such wharfs are available.

Subsidy: \$7,000 per Annum.

A subsidy is payable at the rate of seven thousand dollars per annum (\$7,000), as follows:—

A first instalment on the first day of the month of July next following the date hereof, of seventeen hundred and fifty dollars (\$1,750); and an equal sum of seventeen hundred and fifty dollars (\$1,750) on each subsequent first days of each of the months of October, January and April occurring during the continuance of this contract.

Carriage of Mails.

Clause 5 of the contract provides for the carriage of mails.

Description of steamer employed.

The ss. *Aurora* above referred to was built at Brooklyn, U.S.A., in 1893 of wood, and registered at St. Andrews, N.B., in 1900; length, 114 feet 8 inches; breadth, 26 feet 6 inches; depth of hold, 10 feet 9 inches; net tonnage, 183; gross tonnage, 364; 32 nominal horse-power; speed, 12 knots.

Distances.

The distance between the various ports are as follows:—

Grand Manan to St. John, via Eastport, 63 miles.

Grand Manan to St. Stephen, via Eastport, 48 miles.

Grand Manan to St. Andrews, via Eastport, 30 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid. \$
				Lock Bags.	Tied Sacks.	
1907	6,524	4,407	Not stated	Not stated		5,000
1908	6,168	4,016	33	1,561	2,553	5,000
1909	In....3,157	3,749		378	1,841	6,500
	Out...3,804			511	119	
Total	6,961	3,749		1,389	1,960	

177.

HALIFAX AND CANSO.

HALIFAX AND CANSO STEAMSHIP CO., LTD.

Vote 177.—Steam service between Halifax and Canso

1909-10	\$4,000
1910-11	\$4,000

This service is performed by the Halifax and Canso Steamship Company, Limited, of Halifax, N.S., under terms of a contract bearing date February 27, 1907, and which expires on April 1, 1912. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service—Ports of Call.

1. 'The said contractors having, prior to the date hereof, placed the steamer *Strathcona* on a service between Halifax and Canso, which steamer having been lost they will replace her by a new one, now building, and will with it, or until completed with a substitute steamer approved by the minister, continue to maintain a regular weekly service between Guysboro' and Halifax, in the province of Nova Scotia, calling on all voyages both ways at Queensport, Canso, Whitehead, Drumhead, Isaacs Harbour, Goldboro, Port Beckerton and Port Milford; and during the months of January and February occurring during the continuance of this contract, at Port Dufferin, Sonora and Moser's River, all in the province of Nova Scotia, as well as such other port or ports as may be from time to time required by the minister. At any of the above ports of call where a public wharf has been built and is maintained the steamer may be required to call at same when so notified by the minister.

Capacity and Equipment of Steamer.

'It is guaranteed, on the part of the contractors, that the new steamer above referred to shall have a cargo capacity equal to 2,500 barrels, with passenger accommodation for 40 passengers, electric lighted throughout and fitted with proper and adequate refrigeration for the carrying of fresh fish.

Period of Contract—Changes in Service.

2. 'This contract shall remain in force, unless sooner terminated under conditions hereinafter expressed, until the first day of April, 1912; and it is understood and agreed that the minister may authorize any change or changes in the above service as may not be inconsistent with the terms of the vote covering the payment of the subsidy therefor.

Laying Off Steamer Each Year.

3. 'It is understood and agreed that the steamer running the service as above may lay off for refitting two trips in each year at such time or times as will least interfere with the requirements of the service.

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Subsidy, \$4,000 per annum.

Subsidy of four thousand dollars (\$4,000) per annum is payable as follows, that is to say:—

‘In four equal instalments of one thousand dollars each on the first days of July, October and January, and on the completion of each year’s service during the continuance of this contract.

Carriage of Mails.

Clause 5 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The steamer employed in this service is SS. *Scotia*; length, 137 feet; breadth, 27 feet; depth, 9 feet 6 inches; net tonnage, 268; gross tonnage, 376; capacity, 2,000 barrels; speed, 10½ knots.

This new steamer, SS. *Scotia*, went on the route in September, 1907, before which the service was performed by SS. *Dufferin* and SS. *Margaret*.

Distances.

The distance between Halifax and Guysborough is 218 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	624	5,547	Not given . . .	Nil.	8 4,000
1908.. ..	1,779	{ 9,478 weight. 14,818 meas.	{ 52	Nil.	1,000
1909.. ..	In . . . 672	{ 2,868 weight. 4,293 meas.	{ 55	....
	Out...1,019	{ 5,433 weight. 8,159 meas.	{ 6	Nil.	4,000
Total	1,691	{ 8,301 weight. 12,452 meas.	{ 61		

178.

HALIFAX AND NEWFOUNDLAND VIA CAPE BRETON PORTS.

PICKFORD AND BLACK.

Vote 178.—Steam service between Halifax and Newfoundland via Cape Breton ports.

1909-10	\$4,000
1910-11	\$4,000

This service is performed by Messrs. Pickford & Black, of Halifax, N.S., under contract bearing date of March 12, 1909; which expires on the close of navigation in 1909. The principal provisions of the contract, aside from those common to all contracts, are as follows:—

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Ports of Call—Duration of Service.

1. 'The contractors will on the opening of navigation in the present year, place their steamer the *Harlaw* on the route between Halifax in the province of Nova Scotia and the west coast of the island of Newfoundland, and will continue to carry on and maintain by means of the said steamer a regular fortnightly service between Halifax and the west coast of Newfoundland, calling both going and returning at St. Peters, Grand Narrows, Baddeck, North Sydney, South Sydney, Ingonish, Neils Harbour and Aspey Bay in Cape Breton, and at St. Pauls Island off the north coast of Cape Breton, whenever the weather will permit a vessel to call at that port, and at Channel, Bay St. George, Codroy, Bay of Islands and Bonne Bay in Newfoundland. Such service to continue uninterruptedly until fourteen complete round trips have been performed or until the close of navigation should it close before the said fourteen trips can be performed, that is to say, until the ice will not permit of the running of a steamer over the route named. The time to be occupied in making each trip of the service hereby undertaken to be performed including the return to Halifax shall not exceed thirteen days.

Government Wharfs.

2. 'In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable, and when such wharfs are available.

Period of Contract.

3. 'This contract shall remain in force until the close of navigation in the present year, but shall be subject to renewal for another year at the option of the minister.

Subsidy: \$4,000 per Season.

A subsidy is payable not exceeding four thousand dollars (\$4,000), such subsidy to be payable as follows, that is to say: On the first day of September next following the date of these presents, a sum equivalent to two hundred and eighty dollars (\$280) for each complete round trip which shall have been fully performed according to the intention of these presents previous to that date; and the balance of the subsidy shall be paid on the completion of the season's service.

Carriage of Mails.

Clause 5 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The SS. *Harlaw* above referred to, was built at Port Glasgow in 1881, of iron, and registered at Windsor, N.S., in 1888; length, 165 feet; breadth, 24 feet 5 inches; depth, 11 feet 8 inches; net tonnage, 267; gross tonnage, 451; speed, 10 knots.

Distance.

The distance between Halifax and Bonne Bay, Newfoundland, is 427 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	Out.....317	3,980	} Not given.	Bags.	8
	In.....300	2,288		Not given.	2,000
	Total... 617	6,268			
1908.....	Out..... 349	3,625	4	14	4,000
	In..... 332	1,750	2	.....
	Total.. ... 681	5,375	6	14	
1909.....	Out..... 327	2,300	5	18	4,000
	In..... 318	3,350	25	2	
	Total..... 645	5,650	30	20	

179.

HALIFAX AND SPRY BAY.

HALIFAX AND SHEET HARBOUR STEAMSHIP COMPANY, LIMITED.

Vote 179.—Steam service between Halifax and Spry Bay.

1909-10	\$2,500
1910-11	\$2,500

This service is performed by the Halifax and Sheet Harbour Steamship Company, Limited, of Halifax, N.S., under terms of a contract bearing date March 12, 1909, and which expires on March 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

1. ‘The said contractors will, on the first of April next following the date above written, place the steamer *Margaret*, a vessel of 186 tons gross register, with a carrying capacity of about 1,500 barrels, with passenger accommodation for 50 passengers, on a route between Halifax and Spry Bay, both in the province of Nova Scotia, and will from such commencement carry on and maintain until March 31, 1910, a regular weekly service between said ports, calling on all voyages at Jeddore, Owls Head, Tangier, Popes Harbour, Ship Harbour, Sheet Harbour and Sober Island, all in the said province of Nova Scotia, as well as at such other ports or places between the said terminal ports as may be, from time to time, required by the minister.

Government Wharfs.

2. ‘In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$2,500 per Annum.

The subsidy is two thousand and five hundred dollars (\$2,500), payable in two equal instalments of twelve hundred and fifty dollars (\$1,250) each in the month of

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October next following the date of these presents, and the final instalment of twelve hundred and fifty dollars (\$1,250) upon the completion of the service herein stipulated.

Carriage of Mails.

Clause 5 of the contract provides for the carriage of mails.

Description of Vessel Employed.

SS. *Margaret*, length, 92 ft.; breadth, 19 ft. 6 in.; depth, 8 ft. 6 in.; net tonnage, 99; gross tonnage, 194; 27 nominal horse-power; speed, 11 knots.
The distance between Halifax and Sober Island, via ports of call, is 100 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
					\$
1907.....	2,186	4,500	Nil.	Nil.	1,250
1908.....	1,935	3,470	Nil.	Nil.	2,500
1909..... In	1,152	920			
Out	1,074	2,710	Nil.	Nil.	2,500
Total	2,226	3,710			

180.

HALIFAX, ST. JOHN'S AND LIVERPOOL.

FURNESS, WITHY & CO.

Vote 180.—Steam service between Halifax, St. John's Nfld., and Liverpool.

1909-10	\$20,000
1910-11	\$20,000

This service, as at present run, is under terms of a contract entered into with Messrs. Furness, Withy & Company, Limited, of West Hartlepool, England, bearing date March 31, 1909, and which expires on March 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract and Sailing Dates.

1. 'The contractors will, on the first day of April, next following the date of these presents, place on a route between the city or port of Halifax, in the province of Nova Scotia, and the city or port of St. John's, in Newfoundland, and the port of Liverpool in England, their steamers the *Tabasco*, the *Durango* and the *Almeriana*, and will from such date maintain, until the 31st day of March, in the year 1910, by means of the said steamers, or with such other steamers as may be approved by the

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minister, a regular service between the cities and ports aforesaid, sailing from and returning to each of the terminal ports of Halifax and Liverpool aforesaid, at regular intervals of not less frequency than once in every seventeen days, and on such fixed dates as may be sanctioned by the minister, calling on all voyages both outward and inward at the port of St. John's, in Newfoundland.

Development of Transportation over Government Railway.

3. It is hereby agreed by the contractors that as the aid herein expressed and provided for by the Canadian Government is for the express purpose of encouraging the development of Canadian Trade and the transportation of Canadian goods through Canadian channels, the company accepts the aid on these conditions and agrees that all freight booked or carried by the said steamships from a port in the United Kingdom and during the time these make Halifax their terminal port, shall, when not otherwise routed by shippers or consignees, be delivered to the Intercolonial Railway at Halifax for shipment to final destination in Canada provided that the rates demanded by the Intercolonial Railway shall not be in excess of the rates charged by any other railway company from said ports to final destination in Canada.

(a) Contractors are to hand over to the Intercolonial Railway at Halifax passengers for points in the maritime provinces or the province of Quebec providing the routing of such passengers is controlled by the contractors and that they are not otherwise routed. It is further agreed that the contractors through their agents in Canada shall see that they have all such freight for export as may be secured by them for a port in the United Kingdom at which the subsidized line may call delivered to the Intercolonial Railway at Montreal.

Subsidy: \$20,000 per season.

Subsidy is payable at the rate of twenty thousand dollars (\$20,000) per season, as follows:—

One-half, or ten thousand dollars (\$10,000) on the first day of October next following the date of these presents, and the balance, ten thousand dollars (\$10,000) on the completion of the service on the first day of April, 1910.

Freight and Passenger Rates.

Clause 6 of the contract provides that freight and passenger rates shall be approved by the Minister.

Carriage of Mails.

Clause 8 of the contract provides for the carriage of mails.

The steamers employed in this service during 1909 were as follows:—

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			N. H. P.	Speed, Knots.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.			At	In	Of
	Ft.	Ft.	Ft.											
Durango	332	41·7	28·8	1,927	3,008	4,834	2	..	..	299	12	Sunderland . . .	1895	Steel.
Venango	308·7	41·5	28·9	1,910	2,938	4,560	2	..	..	255	11	Sunderland . . .	1891	Steel.
Almeriana . . .	324·8	40·2	25·1	1,824	2,906	4,302	4	..	..	349	12	Middlesborough . . .	1889	Steel.
Gulf of Venice	331·1	42·3	28·6	1,884	3,022	4,778	2	410	12	West Hartlepool . .	1883	Iron.

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Distance between Terminal Ports.

The distance between Halifax and Liverpool is 2,453 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail , Packages.	Subsidy Paid.
1907	In 215 Out 138 Total . . . 353	14,466 51,366 65,832	Not stated	Not stated	\$17,500
1908	53	44,132	Nil.	54	20,000
1909	In 42 Out 43 Total . . . 85	9,777 41,070 50,847	Nil.	Nil.	20,000

181.

MAINLAND AND MAGDALEN ISLANDS.

WILLIAM MCLURE.

Vote 181.—Steam service between the opening and closing of navigation in 1910, between the Mainland and Magdalen Islands.

1909-10	\$12,500
1910-11	\$12,500

The service is performed by William McLure, of Pictou, N.S., under terms of a contract bearing date March 10, 1909, and expiring on the close of navigation in 1913. The principal provisions aside from those common to all contracts, are as follows:—

Ports of Call.

1. ‘The contractor will at the earliest opening of navigation in the present year, that is to say, as soon as the ice will permit of the running of steamers over the route hereinafter named, place the steamer *Daisy* on the route between Pictou, in the province of Nova Scotia and the Magdalen Islands in the province of Quebec, and will for five years carry on and maintain by means of the said steamer, in manner hereinafter provided, a regular semi-weekly service, making each week two full round trips between Pictou and the islands aforesaid and return, calling on each trip each way at the railway wharf at Souris in the province of Prince Edward Island; and at ports in the Magadalen Islands as follows:—On all trips at Amherst Island, Point Basse and Grindstone Island; and at Etang du Nord and Grand Entry once each week; such weekly calls to be made on alternate trips; and once each month during each of the months of June, July, August and September, during the continuance of this contract at Bryan Island; and in case and whenever the weather will not permit of the landing of the mails and cargo at Etang du Nord, the contractor shall land the

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mails from the said steamers for House Harbour and Etang du Nord at Grindstone Island, and the steamer shall remain there long enough to allow such mails to be carried to House Harbour and Etang du Nord and return; calling also at such other port or ports, place or places en route as the minister may from time to time direct.

Duration of Service.

2. 'Such service shall continue regularly and uninterruptedly until the closing of navigation at Pictou aforesaid each fall or winter during the continuance of this contract, and from such closing of navigation such service shall be continued from some port in Cape Breton to such port or ports in the Magdalen Islands as the minister may approve until the closing of navigation at the Magdalen Islands, that is to say until the ice will not permit of the running of a steamer over such route; it being understood and agreed that calls at Grand Entry need not be made after the end of the month of September in each year.

'The days of the week and time of sailing from Pictou aforesaid shall be at all times subject to the approval of the minister, as well as shall be the maximum time allowed within which to complete the full round trip.

Period of Contract.

3. 'This contract shall remain in force until the closing of navigation in the year 1913; and it is understood and agreed that the minister may authorize any changes in the service as above defined, or in the passenger and freight rate schedule hereto attached, as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

Passenger and Freight Rates.

4. 'The attached schedule of rates for passengers and freight subject to clause 3, shall be considered as part of this contract, and shall be the rates to be charged on all voyages performed under this contract.

NOTE.—The above-mentioned schedule of freight rates is not printed in this report, but particulars regarding it may be obtained from the Department of Trade and Commerce on application.

Government Wharfs.

5. In consideration of the subsidy herein stipulated the contractor agrees to call at all government wharfs when such is practicable, and when such wharfs are available.

Subsidy: \$12,000 per Annum.

6. 'A subsidy is payable at the rate of twelve thousand dollars (\$12,000) per annum, such subsidy to be payable as follows, that is to say:—

On the first days of each of the months of July and October next, the sum of four thousand dollars (\$4,000), and at the close of navigation as hereinbefore defined, the further sum of four thousand dollars (\$4,000).

Carriage of Mails.

Clause 8 of the contract provides for the carriage of mails.

Description of Vessel Employed.

Permission was given by the minister to substitute the *Lady Sybil* for the *Daisy*, referred to above. The *Lady Sybil* was built at Greenock, in 1908, of steel, and regis-

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tered at the Magdalen Islands in 1908; length 165 feet, breadth 28.1 feet, depth 18.7 feet: net tonnage 352; gross tonnage, 676; 173 horse-power; speed 12½ knots.

Distances.

The distance between Pictou and Magdalen islands is 145 miles, with 50 miles extra to Bryon Island.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail bags.		Subsidy Paid.
				In.	Out.	
*1907.	880	5,900	Not given.	Not given.		\$15,000
*1908.	1,357	4,472	18	1,499	1,453	15,000
1909.	In..... 636	1,121	941	}	1,619	12,000
	Out..... 532	298	3			
	Total.. 1,168	1,419	944			

* The service during these years was performed by the Magdalen Islands Steamship Co., of Halifax, N.S.

182.

MONTREAL, QUEBEC AND MANCHESTER.

(SUMMER SERVICE.)

ST. JOHN, HALIFAX AND MANCHESTER.

(WINTER SERVICE.)

MANCHESTER LINERS, LTD.

(Furness, Withy & Co., Agents.)

Vote 182.—Steam service between Montreal, Quebec, and Manchester, England, during the summer season; and between St. John, Halifax, and Manchester, during the winter season.

1909-10	\$35,000
1910-11	\$35,000

This service is performed by the Manchester Liners, Ltd., of Manchester, England, under terms of a contract date, February 6, 1909, and which expires on March 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract—Freight rates—Cold storage.

1. ‘The contractors being the owners and proprietors of the steamers, the Manchester Importer, Manchester Shipper, Manchester Trader, Manchester City, Manchester Commerce and Manchester Corporation, will on the first day of April

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next, following the date of these presents, place the said steamers on the route between Canada and the city of Manchester, in England, and will therewith or with other steamers of like class and capacity approved by the minister, maintain until the thirty-first day of March in the year 1910, a regular fortnightly service between Canada and the said city of Manchester, that is to say, sailing from each of the terminal ports of Montreal or St. John, as the case may be, and from Manchester on such fixed dates as may be sanctioned by the minister, and at regular intervals of not more than fourteen days, such dates to be duly advertised by the contractors; the sailings during the season of navigation on the River St. Lawrence to be from the port of Montreal, in the province of Quebec, to the said city of Manchester, and from Manchester to the said port of Montreal, calling on all voyages both outwards and inwards at the port of Quebec, in the said province, and during the balance of the year when navigation is closed on the said River St. Lawrence, sailing from the port of St. John in the province of New Brunswick, to the said city of Manchester, and from Manchester to the said port of St. John, calling on all voyages inwards, that is, from Manchester to St. John, at the port of Halifax, in the province of Nova Scotia; and it is further understood and agreed that the contractors shall arrange that every facility is afforded for the carriage of any freight that may be offered at Halifax for Manchester, which freights shall be taken on board at Halifax on westbound trips, and that the freight rates to be charged on these goods shall not be higher than would be charged were the goods shipped direct; and as regards the steamers provided with cold storage, the contractors shall, while employed in the service, maintain the appliances connected therewith in constant efficiency and shall operate the same at all times while cargo is being stowed or carried in the compartments set aside for the purpose.

Freight Rates.

2. 'It is understood and agreed and is a condition precedent to the payment of the subsidy as hereinafter provided, or any portion thereof, that the freight rates which have been or may be charged by the contractors on goods carried or which may be carried by the said steamers between the ports above named during the continuance of, and under the terms of this contract, shall not exceed the rates current by other vessels or other lines less the rates charged or chargeable by the Manchester Ship Canal Company for the use of or for towage through the said canal or both.

Subsidy, \$35,000 per annum.

The subsidy is thirty-five thousand dollars (\$35,000) payable quarterly in sums of eight thousand seven hundred and fifty dollars (\$8,750) each during the months of July, October, January and April next succeeding the dates of these presents.

Freight and Passenger Rates.

A clause in the contract provides that freight and passenger rates shall be approved by the Minister.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

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DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Acc., 1st Class.	Refrigerator Space.	N. H. P.	Speed.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capac- ity.					At	In	Of
	Ft.	Ft.	Ft.					Cu. Ft.		Kts			
Manchester Mariner...	360	48	20·2	2,672	4,106	6,838	3	Nil.	403	11	Hartlepool.....	1904	Steel
Manchester Shipper.....	370	48	26·3	2,542	4,038	6,951	9	Nil.	379	11	West Hartlepool...	1900	Steel
Manchester Port.....	360	48	20·2	2,662	4,093	6,906	3	Nil.	400	10½	Hartlepool.. . . .	1903	Steel & Iron
Manchester Trader	310	42·7	27	2,136	3,318	4,465	3	2,500	354	11	Londonderry.....	1890	Steel
Manchester Spinner.....	360	48	20·2	2,760	4,227	7,158	Nil.	Nil.	372	11	Howdon-on-Tyne..	1903	Steel
Manchester Importer....	370	48	26·3	2,538	4,028	6,966	9	Nil.	379	11	West Hartlepool..	1899	Steel

Distances.

The distance from Manchester to Montreal is 3,050 miles; from Manchester to St. John, 2,820 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	FREIGHT CARRIED.		Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid.
		Weight.	Measure- ment.			
		Tons.				
1907..	110	122,152	.....	Not stated.	Not stated.	\$35,000 00
1908..	Nil.	112,794	59,908	6,678	Nil.	\$35,000 00
1909..	In	41	32,662	5,651	Nil.	\$34,781 25
	Out	13	151,380	53,539			9,525
Total.....	54	474,042	59,190	9,525		

183.

NEWCASTLE, NEGUAC AND ESCUMINAC, MIRAMICHI RIVER AND
MIRAMICHI BAY.

MIRAMICHI STEAM NAVIGATION COMPANY, LIMITED.

Vote 183.—Steam service between Newcastle, Neguac and Escuminac, calling at all intermediate points on the Miramichi River and Miramichi Bay.

1909-10	\$1,500
1910-11	\$1,500

This service is performed by the Miramichi Steam Navigation Company, Limited, of Chatham, N.B., under terms of a contract bearing date of June 2, 1909, and which expires on the close of navigation in that year. The principal provisions aside from those common to all contracts, are as follows:—

Ports of Call—Frequency of Service.

1. ‘The contractors, being the owners of and having control of the steamer *Alexandra*, of 201 tons register, having, on the opening of navigation, that is to say, as soon as the ice did permit of the running of a steamer over the route hereinafter named, placed the same on a route between Newcastle, Chatham, Loggieville, Escuminac, Neguac and other ports or places, all in the province of New Brunswick, and having maintained and will continue to maintain a regular daily service as hereinafter defined until the close of navigation during the current year on the Miramichi river and bay, that is to say, until the ice will not permit of the running of a steamer on such river and bay; such service to be run on Mondays, Wednesdays and Fridays from Newcastle aforesaid, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Church Point, Escuminac and Neguac; and on alternate days, that is to say on Tuesdays, Thursdays and Saturdays from Newcastle to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Bay du Vin, Mills Point wharf, Church Point and Neguac, it being understood and agreed that the calls at Lower Newcastle and Mills Point wharf shall be conditional upon the completion of wharf at the respective points.

Termination of Contract.

2. ‘This contract shall continue in force and effect, unless sooner terminated under the provisions of section 18 hereof, until the close of navigation in the autumn or winter next following the date thereof, when it shall cease and determine.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable, and when such wharfs are available.

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Subsidy, \$2,000 per Season.

The subsidy is \$2,000 for the season's service, payable in two equal instalments, one of \$1,000 on the first day of September, 1909, and the balance of \$1,000 on the completion of the contract hereinbefore defined.

Carriage of Mails.

Clause 6 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The SS. *Alexandra* referred to above, was built at Chatham, N.B., in 1902, of wood and registered at Chatham in the same year; length, 102 feet; breadth, 24 feet; depth, 9 feet; net tonnage, 136; gross tonnage, 201; nominal horse-power, 38; speed, 10 knots.

Distance.

The distance from Newcastle to Escuminac is 45 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Tied Sacks of Mail.	Subsidy Paid.
1907.....	4,000	1,500	Not given.	Not given.	\$1,500
1908.....	In. . 3,750 Out.. 3,750	260 1,040	10 4	397 228	} \$1,500
Total	7,500	1,300	14	625	
1909.....	In... 3,525 Out.. 3,525	295 1,180	29 5	417 285	\$2,000
Total.....	7,050	1,475	34	702	

PELEE ISLAND AND MAINLAND.

PELEE AND LAKE ERIE NAVIGATION COMPANY, LTD.

Vote 184.—Steam service between Pelee Island and the mainland.

1909-10	\$1,500
1910-11	\$1,500

This service is performed by the Pelee and Lake Erie Navigation Company, Limited, of Pelee Island, under terms of a contract bearing date July 28, 1909, which expires on March 31, 1910.

The principal provisions of the contract are as follows:

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Steamer.

1. The said contractors owning or having control of the steamer **Saugatuck*, a vessel of 147 tons net and 239 tons gross, with passenger accommodation for 300 persons, have placed the said steamer on the route hereinafter described between Pelee Island in Lake Erie and the Mainland, on the ninth day of July in the year of these presents, and will continue and maintain the service hereinafter described until the close of navigation in the present year, and will during all periods of closed navigation continue the service by land or other carriage as circumstances may require, and will carry mails twice per week during season of open navigation and once per week during season of closed navigation at such hours as may be appointed by the Postmaster General between the post offices of Pelee Island, Pelee Island South and Grove Avenue and Scudder and such post office on the mainland as may be designated by the Postmaster General.

Ports of call and frequency of service.

2. The route and service hereinbefore referred to shall consist of four round trips each week, weather permitting, between Pelee Island and Kingsville and Leamington, in the county of Essex and province of Ontario, and one additional round trip each week, weather permitting, between the said Pelee Island and the city of Windsor in the said county of Essex, and the said service shall be maintained and continued with the said steamer or some other steamers of like class, capacity and equipment approved by the Minister.

Passenger and freight rates.

3. During the continuance of the said service the rates to be charged adult passengers shall be for the return trip between Pelee Island and Kingsville or Leamington or vice versa, One dollar (\$1); and for the return trip between Pelee Island and Windsor or vice versa, One dollar and fifty cents (\$1.50). The freight rates to be charged on the route to be as per schedule attached.

Calls at Government Wharfs.

4. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Termination of contract.

5. This contract shall continue in force until the thirty-first day of March, 1910, unless sooner terminated under provisions of section twenty hereof or unless continued another year from that date at the option of the minister.

Subsidy: \$5,000.

6. The subsidy is at the rate of \$5,000, from the commencement of the service to March 31, 1910, payable as follows, viz.: on the last days of September and December respectively in the year of these presents, the sum of \$2,000, and on March 31, 1910, the sum of \$1,000; or such portions thereof as may be earned in each period so ending.

Mails.

8. Clause 8 of the contract provides for the carriage of mails.

*Now registered as the *Alfred Clarke*.

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Description of vessel employed.

The steamer employed is the *Alfred Clarke*, formerly the *Saugatuck*, built in Michigan, U.S.A., in 1889, of wood, and registered at Windsor in 1909; length, 125 feet; breadth, 22 feet; depth, 8.6 feet; net tonnage, 147; gross tonnage, 239; accommodation for 400 passengers; speed, 10 knots.

SCHEDULE OF FREIGHT RATES.

	Kingsville and Leamington.	Windsor.
	\$ cts.	\$ cts.
Grain and potatoes, per cwt., car lots	0 05	0 08
Single bags up to fifty, per cwt	0 07	0 09
Fruit in baskets, per cwt.	0 20	0 20
Wine, per bbl.	0 50	0 50
Oil "	0 50	0 50
Salt and flour, per bbl	0 25	0 25
Minimum charge on one parcel.	0 15	0 15
Any one animal, horses or cattle	1 50	1 50
Any two " " "	3 00	3 00
Any three " " "	4 50	4 50
Any additional animal over three.	1 25	1 25
Hogs and sheep up to ten, each.	0 40	0 40
" " over ten.	0 35	0 35
Groceries and hardware, per cwt	0 15	0 15
Lumber, per M ft. up to 5 M ft.	2 00	2 00
After 5 M ft.	1 50	1 50
Shingles, per M.	0 25	0 25
Lath, per M.	0 35	0 35
Gristing, per bag, return.	0 10	0 10
Tobacco, per cwt.	0 20	0 20
Buggies, set up, each.	1 00	1 00
Buggies, crated, each.	1 50	1 50
Coal, per ton	1 00	1 00

Distances.

The distances on the route are given as follows:—
Pelee Island to Leamington, 16 miles.
Kingsville to Leamington, 8 miles.
Pelee Island to Windsor, 53 miles.

TRAFFIC RETURNS.

Calendar Year.	Passengers. Numbers.	Freight. Tons.	Live Stock.	MAILS.		Subsidy Paid.
				Bags.	Sacks.	
1907	2,671	2,730	Nil.	Not stated.		\$ 1,500
1908*, Jan. 1 to June 30 . .	624	5,540	150	150	117	375
1909.	In 1,024	157	23	192	24	4,000
	Out 991	201	532	156	.....
Total.	2,015	358	555	348	24	

* Service performed by T. J. Stockwell, Leamington, Ont. During the latter part of 1908 the Ohatham Navigation Co. performed this service.

185.

PETIT DE GRAT AND I.C.R. TERMINUS AT MULGRAVE.

HUGH CANN & SON.

Vote 185.—Steam service between Petit de Grat and Intercolonial Railway terminus at Mulgrave.

1909-10	\$4,000
1910-11	\$4,000

This service is performed by Messrs. Hugh Cann & Son, of Yarmouth, N.S., under terms of a contract bearing date July 10, 1908, which expired on March 31, 1909, and has been extended to March 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of service and ports of call.

1. ‘The contractors having on the first day of April last occurring before the date of these presents, placed the steamer *Percy Cann* on the Petit de Grat, Arichat and Mulgrave route, in the province of Nova Scotia, and having since that date and will therewith or with the assistance when necessary of a substitute steamer approved by the minister, continue to perform a steamship service to consist of one full round trip each way daily. (Sundays excepted), calling on all trips going and coming at Arichat and at West Arichat, such service to be regular and uninterrupted except as hereinafter provided during the continuance of this contract, that is to say, until the thirty-first day of the month of March, in the year 1909.

Removal of Steamer for Painting, &c.

2. ‘It is further agreed and provided, that during such month as may be approved by the minister during the continuance of this contract, the contractors shall be allowed to remove the steamer performing this service for painting, cleaning, &c., and during such month the steamer performing the Canso-Mulgrave service shall, in lieu thereof, call at Arichat on each trip both going and coming.

Trips omitted on account of wind or ice.

3. ‘Provided, however, in the event of any trip or trips being missed’owing to its being impossible to perform the same on account of wind or ice, upon satisfactory evidence being furnished to the minister, he may direct that no deduction shall be made from the subsidy otherwise payable for the trips so missed, and clause 5 in this contract is hereby modified with this sole intent and meaning.

Termination of contract.

4. ‘This contract shall cease and determine on the aforementioned thirty-first day of March, one thousand nine hundred and nine unless sooner terminated as hereinafter provided or unless continued for another year from that date at the option of the minister.

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Subsidy, \$3,000 per annum.

5. ‘Subsidy is payable at the rate of three thousand dollars (\$3,000) per annum, as follows:—

The sum of seven hundred and fifty dollars (\$750) during the current month of July; and a like sum of seven hundred and fifty dollars (\$750) during each of the months of October, January and April, thereafter occurring during the continuance of this contract.

Carriage of mails.

Clause 7 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The SS. *Percy Cann* (formerly the *Westport*) was built at Meteghen, N.S., in 1902, of wood, and registered at Yarmouth, N.S., in 1899; length, 77 feet; breadth, 17 feet 1 inch; depth of hold, 6 feet 6 inches; net tonnage, 56; gross tonnage, 80; 13½ nominal horse-power; speed, 8½ knots.

The distance between Petit de Grat and Malgrave is given as 32 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907	1,972	852	Not stated.	Not stated.	\$3,000
1908.....	1,950	800	Nil.	Nil.	3,000
1909.....In	1,039	525	.....	283	
Out	950	349	5	287	3,000
Total.....	1,989	874	5	570	

186.

PETITCODIAC RIVER, MONCTON, WAY PORTS, AND A PORT OR PORTS
IN THE COUNTY OF CUMBERLAND, N.S.

SHEPODY NAVIGATION COMPANY, LIMITED.

Vote 186.—Steam service on the Petilcodiac River between Moncton and way ports, and a port or ports on the west coast of the County of Cumberland, in the Province of Nova Scotia.

1909-10	\$2,000
1910-11	\$2,000

This service is performed by the Shepody Navigation Company, Limited, of Moncton, N.B., under terms of a contract bearing date June 21, 1909. This contract expired on the close of navigation in 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

1. ‘The contractors having control of the steamer *Wilfrid C.* of a gross tonnage of ninety-nine tons, did on the first day of April next preceding the date of these presents place the said steamer on the route hereinafter described, and having main-

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tained will continue to maintain the same in service during open navigation in the year 1909 on a route or routes between Moncton aforesaid and ports on the Petitcodiac river and other ports hereinafter mentioned in the province of New Brunswick and in the province of Nova Scotia on the Bay of Fundy, and will continue to maintain in service on such route or routes said steamer or another of like class, capacity and equipment approved by the minister, during open navigation on such routes until the close of navigation in the present year, at which time this contract shall cease and determine unless sooner terminated in manner hereinafter provided.

Frequency of service—Ports of call.

2. The service hereinbefore referred to and contracted for shall consist of regular tri-weekly trips between Moncton and Hillsboro', Edgetts Landing and Hopewell Cape, weekly trips between Moncton and Hopewell Hill, Riverside and Harvey, N.B., and Joggins, N.S., such weekly trips to extend every second week to River Hebert and Shulee, N.S.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$2,000 per annum..

The subsidy is at the rate of two thousand dollars (\$2,000) per annum, payable in sums of one thousand dollars (\$1,000) on the first day of July, 1909, and one thousand dollars (\$1,000) upon the close of navigation in the present year.

Description of Vessel Employed.

The SS. *Wilfrid G.*, above referred to, was built at Yarmouth, N.S., in 1897 of wood, and registered at Halifax, N.S., in 1898; length, 80 feet; breadth, 18 feet 5 inches; depth of hold, 8 feet; net tonnage, 48; gross tonnage, 99; 17 nominal horsepower; speed, 10-12 knots.

Distances.

The distance from Moncton to Riverside and return is 78 miles; from Moncton to River Hebert and return, 114 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907	In..... 775 Out 670	454 2,332	Not stated.	Not stated.	*\$2,500
Total	1,445	2,786			
1908	In..... 510 Out ... 550	612 1,803	2	Nil.	\$1,000
Total	1,060	2,415	2		
1909	In..... 446 Out 426	728 1,152	Nil.	Nil.	\$2,000
Total	872	1,880			

* Including part of subsidy for previous year.

187.

PICTOU AND CHETICAMP.

W. A. BEATTIE.

Vote 187.—Steam service from the opening to the closing of navigation in 1910, between Pictou and Cheticamp.

1909-10	\$2,000
1910-11	\$2,000

This service is performed by Wm. A. Beattie, of Halifax, N.S., under terms of a contract entered into on July 7, 1909, which expires on the close of navigation, 1909.

Ports of Call.

A regular weekly service is run by the steamer *Electra*, between Pictou and Cheticamp, calling on all trips both ways at Port Hood, Margaree Harbour, Eastern Harbour, Big Pond, and whenever required by the minister at Henry Island, Mabou Mouth, Inverness, Red Cape and Port Bain, as well as such other port or ports, place or places en route as the minister may from time to time direct; such service to continue until the close of navigation in 1909.

Amount of Subsidy \$2,000.

A subsidy of two thousand dollars (\$2,000) is payable as follows:—On the first day of July the sum of fifty-seven dollars (\$57) for each round trip which shall at the time have been fully performed; on the first day of October a further sum of fifty-seven dollars (\$57) for each round trip which shall have been performed previous to that date, excluding, however, payment for the round trips which had been fully performed at the time of the previous payment; and the balance of the subsidy then remaining payable to be paid on the completion of the service contracted to be performed.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Description of Vessel Employed.

The SS. *Electra* was built at Arcadia, N.S., in 1887, of wood, and registered at Charlottetown, P.E.I., in 1892; length, 86 feet; breadth, 17 feet; depth, 8 feet; net tonnage, 78; gross tonnage, 107; capacity, 300 bbls.; 25 nominal horse-power; speed, 10 knots.

Distance.

The distance between Pictou and Cheticamp, via intermediate ports, is 123 miles.

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TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	TONS OF FREIGHT CARRIED.		Number of Live Stock.	Bags of Mail.	Subsidy Paid.
		Weight,	Measure- ment.			
		Tons.				\$
1907.....	181	670	.....	Not given.	Not given.	1,368
1908.....	282	1,857	776	248	Nil.	2,000
1909.....	In.... 82	299	Nil.	630	Nil.	2,000
	Out.. 116	990		48		
Total	198	1,289		678		

188.

PICTOU, MURRAY HARBOUR, GEORGETOWN AND MONTAGUE BRIDGE.

THREE RIVERS STEAMSHIP COMPANY.

Vote 188.—*Steam service between Pictou, Murray Harbour, Georgetown and Montague Bridge.*

1909-10	\$6,000
1910-11	\$6,000

This service is performed by the Three Rivers Steamship Company of Charlottetown, P.E.I., under terms of a contract bearing date February 1, 1909, and which expires on the close of navigation in 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

1. ‘ The contractors will on the opening of navigation in the year of these presents, place their steamer the *Enterprise* on a route, and will maintain the service hereinafter described between Montague, in the province of Prince Edward Island, and Pictou, Port Hood, Port Mulgrave and Port Hawkesbury in the province of Nova Scotia, viz.: a regular service as follows:—

(a.) Two round trips each week sailing from Montague, calling at Georgetown and Murray Harbour in Prince Edward Island and Pictou in Nova Scotia, returning to Murray Harbour, Georgetown and Montague.

(b.) One round trip each week sailing from Montague, calling at Georgetown and Souris in Prince Edward Island, Port Hood, Port Hawkesbury and Port Mulgrave, all in Nova Scotia, the said trip to Port Hood to be performed weather permitting; such trips and such calls to be made regularly and uninterruptedly from the opening of navigation, 1909, until the close of navigation of the present year, that is to say, until the ice will no longer permit of the vessel running on the said route.

Subsidy: \$6,000 per annum.

Subsidy is payable at the rate of six thousand dollars (\$6,000) per annum, as follows, that is to say:

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On each of the first days of July and September during the continuance of this contract two thousand dollars (\$2,000); on the close of navigation at the end of the current year, as hereinbefore defined, two thousand dollars (\$2,000).

Government Wharfs.

The contractors have agreed to call at government wharfs whenever possible.

Carriage of Mails.

Clause 4 of the contract provides for the carriage of mails.

Description of Vessel Employed.

SS. *Enterprise*.—Length, 120 feet; breadth, 25 feet; depth, 8 feet 6 inches; net tonnage, 99; gross tonnage, 211; capacity, 1,200 bbls.; 42 nominal horse-power; speed, 12 knots.

Distance.

The distance from Montague to Pictou via Beach Point is 45 miles; from Montague to Pictou via Murray Harbour, 69 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid.
					\$
1907	1,320	2,464	Not stated.	Not stated.	2,400
1908	1,366	3,376	137	313	6,000
1909.....	In.... 758 Out 775	1,766 1,644	13 813	132 158	4,000
Total	1,533	3,410	826	290	

189.

MULGRAVE AND CANSO.

HUGH CANN & SON.

Vote 189.—*Steam service between Mulgrave and Canso.*

1909-10	\$4,000
1910-11	\$4,000

This service is performed by Messrs. Hugh Cann & Son, of Yarmouth, N.S., under terms of contract bearing date June 28, 1909, and which expires on March 31, 1910. The principal provisions, aside from those common to all contracts, as as follows:—

Frequency of service—Ports of call.

1. ‘The contractors having, on or before the first day of the month of April next previous to the date of these presents, placed their steamer, the *John L. Cann*, of 81 tons net register, on a route between Port Mulgrave and Canso, in the province of Nova

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Scotia, and having from the said date carried on and maintained, and will during the further continuance of this contract continue to carry on and maintain, by means of the said steamer, or such other steamer as may be approved by the minister, a regular daily service both ways (Sundays excepted) between the said ports, calling on all trips both ways at Arichat, in Nova Scotia, if so required by the minister.

Termination of contract—Withdrawal of steamer for repairs.

‘The said service to be continued until the 31st day of March, in the year 1910, unless sooner terminated under the provisions of section 19, or unless continued for another year from such date at the option of the minister; it being understood and agreed that the contractors shall have the privilege of withdrawing the said steamer one month during each year for repairs, painting and cleaning; during such withdrawal the service shall be run on alternate days by the steamer *Malcolm Cann* or other steamer approved by the minister.

Government wharfs.

3. ‘In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy, \$4,000 per annum.

5. ‘Subsidy is payable at the rate of four thousand dollars (\$4,000) per annum, as follows:—

In the month of October next following the date of these presents, the sum of two thousand dollars (\$2,000); and the balance of two thousand dollars (\$2,000) on the completion of one year’s services as herein contracted to be performed.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The SS. *John L. Cann* was built at Yarmouth in 1891, of wood, and registered at the same place in 1896; length, 97 feet 8 inches; breadth, 19 feet 8 inches; depth of hold, 9 feet; net tonnage, 79; gross tonnage, 166; 34 nominal horse-power; speed, 9½ knots.

Distance.

The distance between Canso and Mulgrave is 24 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid.
1907.....	2,535	2,665	Not stated.	Not stated.	\$ 2,000
1908.....	2,849	2,332	Nil.	777	4,000
1909	In .....1363	1,136	Nil.	} 1905	4,000
	Out.....1431	1,503			
	Total.....2,794	2,639	.....	1905	

190.

PORT MULGRAVE, ST. PETERS, IRISH COVE AND MARBLE MOUNTAIN.

RICHMOND STEAMSHIP COMPANY.

Vote 190.—Steam service from the opening to the closing of navigation in 1910, between Port Mulgrave, St. Peters, Irish Cove and Marble Mountain, and other ports on the Bras d'Or Lakes.

1909-10	\$6,000
1910-11	\$6,000

This service is performed by the Richmond Steamship Company of Sydney, N.S., under terms of a contract bearing date July 10, 1908, which expired on the close of navigation, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract—Ports of Call.

1. The contractors having at the earliest opening of navigation in the present year, that is to say, as soon as the ice did permit of the running of the steamer over the routes hereinafter specified, placed their steamer, the *Richmond*, on such routes, and have from time to time carried on and maintained and will continue to carry on and maintain by means of the said steamer or such other steamer as may be approved by the minister, until the close of navigation in the winter next succeeding the date of these presents, that is to say, until the ice will not permit of the running of the steamer over the said route, and so in like manner during the season of open navigation in the year one thousand nine hundred and nine, the following service, viz.: Two full round trips each week between Port Mulgrave, Poulamond, Grandique, St. Peters, Johnstons Harbour, Irish Cove and Grand Narrows, all situate on or contiguous to the waters of the Strait of Canso and the Great Bras d'Or lake, and four full round trips each week between Grand Narrows and Marble Mountain, two of which each week to extend to West Bay, all situate on or contiguous to the Great Bras d'Or lake.

Termination of Contract.

3. This contract shall remain in force until the closing of navigation in the year one thousand nine hundred and nine.

Subsidy: \$6,000 per Annum.

4. 'A subsidy of six thousand dollars (\$6,000) per annum is payable as follows:—

In each year during the continuance of this contract, on the first day of July, the sum of one thousand five hundred dollars (\$1,500); on the first day of October, one thousand five hundred dollars (\$1,500); on the first day of December, one thousand five hundred dollars (\$1,500); and the balance of one thousand five hundred dollars (\$1,500) on the completion of the season's services as herein contracted to be performed.

Description of Vessel Employed.

Distance.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock Carried.	Mails.	Subsidy Paid.
1907.....	1,320	650	Not stated.	Not stated.	\$6,000
1908.....	2,100	772	Nil.	Nil.	\$6,000
1909.....	In.....945 Out.....1,345	355 199	Nil.	Nil.	6,000
	Total.....2,290	554			

191.

MULGRAVE AND GUYSBORO.,

HUGH, CANN & SON.

Vote 191.—Steam service between Mulgrave and Guysboro', calling at intermediate ports.

1909-10	.. .. .	\$5,000
1910-11	.. .. .	\$5,000

This service is performed by Messrs. Hugh Cann & Son, of Yarmouth, N.S., under terms of a contract bearing date June 28, 1909, and which expires March 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of service—Ports of call.

1. 'The contractors having on or before the first day of April next preceding the date of these presents, placed their steamer the *Malcolm Cann* of 78 tons net register, on a route between Port Mulgrave and Guysboro', in the province of Nova Scotia; and

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having from the said date carried on and maintained, and will during the further continuance of this contract continue to carry on and maintain by means of the said steamer or such other steamer as may be approved by the minister, a regular daily service both ways (Sundays excepted) between the said ports, calling each day one way at Queensport, and extending the trips three times each week, during the season of open navigation, to the port of Boylston.

Termination of service—Withdrawal of steamer for repairs.

‘The said service to be continued until the 31st day of March in the year 1910, unless sooner terminated under the provisions of section 19, or unless continued for another year from such date at the option of the minister; it being understood and agreed that the contractors shall have the privilege of withdrawing the said steamer one month during each year for repairs, painting and cleaning; during such withdrawal the service shall be run on alternate days by the steamer *John L. Cann* or other steamer approved by the minister.

Changes in service.

2. ‘The minister may authorize any change or changes in the services as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

Government wharfs.

3. ‘In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy, \$5,000 per annum.

5. ‘The subsidy is at the rate of \$5,000 per annum, payable as follows:—
‘In the month of October next following the date of these presents, the sum of two thousand and five hundred dollars (\$2,500), and the balance of two thousand and five hundred dollars (\$2,500) on the completion of one year’s services as herein contracted to be performed.

Carriage of mails.

Clause 7 of the contract provides for the carriage of mails.

Description of Vessel employed.

The SS. *Malcolm Cann* was built at Lockport, in 1898, of wood, and registered at Yarmouth, N.S., in the same year. Length, 112 feet; breadth, 20 feet 1 inch; depth of hold, 10 feet 8 inches; net tonnage, 78; gross tonnage, 212; 53 nominal horsepower; speed, 11 knots.

Distances.

The distance between terminal points is given as follows: Guysboro’ to Mulgrave, 29½ miles; Guysboro’ to Boylston, 5 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907	3,202	783	Not stated.	Not stated.	\$2,500
1908	3,099	1,576	32	581	\$5,000
1909	In 1,480 Out 1,649	776 390	Nil.	980	4,000
	Total . . . 3,129	1,166		980	

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192.

MULGRAVE AND CHETICAMP.

WILLIAM G. LESLIE.

Vote 192.—Steam service between Mulgrave and Cheticamp.

1909-10	\$5,000
1910-11	\$5,000

This service is performed by William G. Leslie, of Grindstone, Magdalen Islands, under terms of a contract bearing date June 25, 1909, and which expired on the close of navigation in that year. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of service.

1. ‘That on the opening of navigation, that is to say, as soon as the ice did permit of the running of a steamer over the route herein defined, the contractors placed their steamer, the *Magdalen*, a vessel of 135 tons gross register, with such ample accommodation for both passengers and freight as is required for the service, on a route between Port Mulgrave and Cheticamp (government wharf), both in the province of Nova Scotia, and having maintained, will continue to maintain during the continuance of this contract, a regular semi-weekly service between such terminal ports, calling on all trips both ways at Port Hawkesbury, Port Hastings, Port Hood, Inverness, Margaree and Grand Etang, the aforesaid semi-weekly trips to leave Port Mulgrave on Mondays and Thursdays, and commencing first of October, an extra trip per week to Port Hood, when necessary, to meet the requirements of the fresh fish trade.

Termination of Contract.

‘The service as aforesaid to continue regularly and uninterruptedly until the closing of navigation in the autumn or winter next following the date of these presents, that is to say, until the ice will not permit of the running of a steamer over the route named, at which time this contract shall terminate unless sooner terminated under the provisions of section 16 hereof, or unless continued on the same terms and conditions for another year at the option of the minister.

Government Wharfs.

3. In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$5,000.

The subsidy is at the rate of five thousand dollars (\$5,000) per annum, payable as follows, viz.:—

‘During the month of July next one thousand dollars (\$1,000), or so much thereof as may have been earned to the 30th day of June next following the date of these pre-

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sents; two thousand dollars (\$2,000) on the first day of October next following the date of those presents; and the balance of two thousand dollars (\$2,000) on the completion of the service at the close of navigation.

Carriage of Mails.

Clause 6 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The SS. *Magdalen*, above referred to, was built at Shelburne, N.S., in 1906, of wood, and registered at Magdalen Islands in 1906; length, 98 feet 6 inches; breadth, 21 feet 6 inches; depth, 8 feet 8 inches; net tonnage, 92; gross tonnage, 135; capacity, 150; 28 nominal horse-power; speed, 10 knots.

Distance.

The distance between Mulgrave and Cheticamp is 81 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907... ..	In.....231 Out.....204 Total.....435	150 1,073 1,223	Not stated.	Not stated.	\$4,500
1908.. . . .	1,097	1,111	348	Nil.	\$5,000
1909.....	In.....334 Out.....317 Total ....651	312 667 979	3 134 137	Nil.	5,000

193.

PRINCE RUPERT, B.C., AND QUEEN CHARLOTTE ISLANDS.

GRAND TRUNK PACIFIC RAILWAY.

Vote 193.—*Steam service between Prince Rupert, B.C., and Queen Charlotte Islands.*

1909-10	\$5,000
1910-11	\$7,600

No service was run under this vote during 1908. Under a contract dated June 8, 1909, a service was performed by the Canadian Pacific Railway Company from a date prior to June 15, 1909, to November 1, 1909.

On October 21, 1909, a contract was entered into with the Grand Trunk Pacific Railway, providing for a service from November 1, 1909, to March 31, 1915.

The principal provisions are:—

Service and Ports of Call.

1. The contractors will on the first day of November next following the date of these presents place such steamer or steamers as may be necessary to properly perform the service hereinafter specified, of such class, speed and equipment as may be satisfactory to the minister, and will from said date perform a service from the Mainland of British Columbia to Queen Charlotte Islands and return as hereinafter set forth.
2. The said service shall consist of not less than two round trips each month during the months of November, December, January, February and March from Prince Rupert, B.C., calling at Port Simpson, Naas Bay, Stewart, thence to Masset in Queen Charlotte Islands, Skidegate, Queen Charlotte City, Lockeport, Ikeda Bay, Jedway, Collinson Bay and Porcher Island, thence back to Prince Rupert; and during the remaining seven months of the year not less than four round trips each month upon the route as aforesaid.
3. This contract shall remain in force, unless sooner terminated under conditions hereinafter expressed, until the 31st day of March, 1915, and it is understood and agreed that the minister may authorize any change or changes in the above service as may not be inconsistent with the terms of the vote governing the payment of the subsidy therefor.

Subsidy: \$200 per Round Trip.

Subsidy is payable at the rate of \$200 for each round trip performed, starting from and returning to Prince Rupert, payable in such instalments as may be due on the first day of February, May, August and November during each year of the continuance of this contract.

Carriage of Mails.

Clause 7 provides for the carriage of mails.

Description of vessel employed.

The vessel to be employed is the S.S. *Bruno*., length, 232 feet; breadth, 30 feet; depth, 16 feet 4 in.; net tonnage, 424; gross tonnage, 841; capacity, 1,200 tons weight or 58,600 cubic feet measure, with accommodation for 30 first-class passengers; built in 1892, of steel, at Hull, Eng.; 170 N.H.P.; speed, 13 knots.

Distances.

The distance from Prince Rupert to Collinson Bay, Queen Charlotte Islands, is 137 miles.

TRAFFIC RETURNS.

1909.	Passengers Carried.	FREIGHT.		Live Stock.	MAILS.	
		Tons Weight.	Tons Measure- ment.		Lock Bags.	Tied Sacks.
Nov. to Dec. 31 ..In..	29	291			17	5
Out.	32	55	57	Nil.	22	10
Total	61	346	57		39	21

194.

PRINCE EDWARD ISLAND, CAPE BRETON AND NEWFOUNDLAND.

DOMINION COAL COMPANY, LIMITED.

Vote 194.—Steam service between Prince Edward Island and Cape Breton and Newfoundland.

1909-10	\$12,000
1910-11	\$12,000

This service is performed by the Dominion Coal Company, Limited, of Glace Bay, C.B., under terms of a contract bearing date July 11, 1908, and which expires on the close of navigation in 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service—Ports of Call.

1. The contractors owning and having control of the steamer *Bonavista*, of a capacity of 1,306 tons gross register, with passenger accommodation of not less than forty first-class and thirty second-class passengers, with such other steamships as may be approved by the minister, having on the earliest opening of navigation before the date of these presents, placed the same on a route between Montreal, in the province of Quebec, and St. John's, in Newfoundland, and having maintained and will continue to maintain the said steamships on the said route until the closing of navigation in the autumn next succeeding the date of these presents, a regular service about every eighteen days between Charlottetown, in the province of Prince Edward Island, and St. John's, Newfoundland, aforesaid, calling on all eastbound trips at Souris, in the said province of Prince Edward Island, and at North Sydney and Sydney, in the province of Nova Scotia; and on all westbound trips at Sydney, aforesaid; it being understood that the calls at Souris to be contingent upon there being sufficient depth of water to permit the steamer to go in and out with safety at all times of the tide.

Subsidy, \$8,000 per Annum.

2. 'The subsidy is eight thousand dollars (\$8,000) payable as follows, that is to say:—On the first day of each of the months of July and September occurring during the continuance of this contract, the sum of three thousand dollars (\$3,000), and on the completion of the services as hereinbefore defined the further sum of two thousand dollars (\$2,000).

Carriage of Mails.

Clause 4 of the contract provides for the carriage of mails.

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Description of vessels employed.

NAME.	DIMENSIONS.			TONNAGE.			N. H. P.	Speed Knots.	PASSENGER ACCOMMO- DATION.		Refrigerator space.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capac- ity.			1st Class.	2nd Class.		At	In	Of
	Feet.	Feet.	Feet.											
Bonavista .	240	35·5	18·3	837	1,306	1,600	160	10½	40	39	Nil	Low		
Cacouna . . .	250	35·4	16·4	931	1,451	1,950	142	9½	Nil	Nil	Nil	Walker.	1884	Iron.
												New-		
												castle . .	1884	Iron.

Distances.

The distance between Montreal and St. John's, Newfoundland, via Charlottetown and Sydney, is 1,370 miles; between St. John's, Newfoundland, and Montreal via Sydney, 1,150 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Subsidy Paid.
1907	830	7,745	Not stated.	\$8,000
1908	In 208 Out 274	893 5,971	Nil. 1,219	8,000
	Total . . . 482	6,864	1,219	
1909				

195.

PRINCE EDWARD ISLAND AND THE MAINLAND.

CHARLOTTETOWN STEAM NAVIGATION COMPANY.

Vote 195.—Steam service from the opening to the closing of navigation in 1910, between Prince Edward Island and the mainland.

1909-10	\$12,500
1910-11	\$12,500

This service is performed by the Charlottetown Steam Navigation Company, Limited, under terms of a contract bearing date the 5th October, 1905, and which expires on December 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

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Daily Service.

1. The contractors at the earliest opening of navigation over the routes hereinafter named, that is to say, in the early part of the year one thousand nine hundred and six, whenever or as soon as the ice will permit of the running of steamers between Charlottetown, in the province of Prince Edward Island, and Pictou, in the province of Nova Scotia, and between Summerside, in the province of Prince Edward Island, and Pointe du Chêne, in the province of New Brunswick, will place their steamers the *Northumberland*, of 1,255 tons gross register, with a speed capacity of sixteen knots per hour, and the *Princess*, of 541 tons gross register, with a speed capacity of twelve and one-half knots per hour, with the said steamer *Princess* shall be replaced on or before the month of June next following by another steamer now building, and as yet not named—of a greater tonnage and with more accommodation for both freight and passengers than the *Northumberland*, with a speed capacity of sixteen and one-half knots per hour—on the said routes, and will therewith or with such other steamers as may be approved by the minister carry on and maintain during the continuance of this contract a daily service between the hereinbefore named ports or places, making one full round trip each day (Sundays excepted) from Charlottetown to Pictou and return to Charlottetown; and one full round trip each day (Sundays excepted) from Summerside to Pointe du Chêne and return to Summerside or vice versa as the minister may direct; the hours of departure and arrival of the said steamers from and at each of the ports or places hereinbefore named being at all times subject to the approval of the minister, who may at any time alter the same by giving notice thereof to the contractors; provided always that a reasonable time be allowed for the transfer of freight to and from the railways.

Cold Storage.

It is understood and agreed that the steamers employed in the performance of this contract shall each be fitted with and shall operate such cold storage appliances and accommodation as the minister may from time to time deem necessary or require.

Duration of Service.

2. Such service as aforesaid shall be performed regularly and uninterruptedly during the season and until the closing of navigation each winter during the continuance of the contract, that is to say, each season until the ice will not permit of the running of steamers over the routes named or either of them.

Subsidy: \$2,500 per Annum.

3. The subsidy is twelve thousand five hundred dollars (\$12,500) per annum, which subsidy shall be payable as follows, that is to say:—

On the first day of July next following the date of these presents, the sum of three thousand five hundred dollars (\$3,500).

On the first day of October ensuing, the sum of five thousand dollars (\$5,000), and at the close of navigation for the season hereinbefore defined, the balance payable of four thousand dollars (\$4,000); and so in like manner each year during the continuance of this contract; provided, however, that in the event of failure on the part of the contractors in any respect to perform the full service hereinbefore contracted to be performed, a proportionate deduction shall be made from the subsidy in respect of the service not performed; and provided further that no amount or instalment of subsidy shall be payable at any time unless it appears to the satisfaction of the minister that up to the time of such payment there has been no breach on the part of the

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contractors of any of the covenants, provisions or stipulations of this contract, and that the decision of the minister in that regard shall be absolutely binding, final and conclusive upon the contractors, their successors and assigns.

Period of Contract.

4. This contract shall, unless sooner terminated in manner as hereinafter provided, remain in force and have effect until the thirty-first day of December one thousand nine hundred and ten, or until such time thereafter as the ice will not permit of the running of the steamers over the routes hereinbefore defined. It is, however, further provided and agreed that either of the parties of this contract shall have the right of terminating the same at any time during the continuance by giving six months' notice in writing to the other party to that effect, and in case this contract is so terminated the Crown shall not be held liable to damages.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Space.	N. H. P.	Speed.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.					At	In	Of
	Ft.	Ft.	Ft.				1st Cl's.	Cu. Ft.		K'ts			
On Charlottetown and Pictou Route :—													
Northumberland	225	33	20	519	1,255	500	585	Nil.	350	15	Newcastle-on-Tyne.	1891	Steel.
On Summerside and Point du Chene Route :—													
Empress	235	34	20	612	1,342	650	707	Nil.	365	16½	Newcastle-on-Tyne.	1906	Steel.

Distances.

The distance between Charlottetown and Pictou is 52 miles; between Summerside and Pointe du Chêne, 40½ miles.

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TRAFFIC RETURNS.
CHARLOTTETOWN AND PICTOU SERVICE.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
1907	In4,412 Out4,450 Total. .8,862	9,457 6,790 16,247	Not stated.	Not stated.		\$12,500—for both services.
				Lock Bags.	Tied Sacks.	
1908	In9,676 Out1,428 Total.. 11,104	10,430 7,828 18,258	340 1,947 2,287	1,292 1,065 2,357	1,818 427 2,255	\$12,500—for both services.
1909	In4,900 Out.4,833 Total . . 9,733	12,283 8,656 20,939	79 2,929 3,008	1,292 959 2,251	1,561 593 2,154	\$12,500—for both services.

SUMMERSIDE AND POINT DU CHENE SERVICE

1907.....	In .....13,267	7,890	Not Stated.	Not stated.		See above.
	Out.....15,868	12,427		Lock Bags.	Tied Sacks.	
	Total..29,135	20,317				
1908.....	In.....21,831	7,233	31	1,752	14,812	See above.
	Out.....7,409	9,488	14,734	942	4,549	
	Total..29,240	16,721	14,765	2,694	19,361	
1909.....	In13,965	9,090	97	1,676	17,598	See above.
	Out.....16,688	14,709	15,224	1,007	5,904	
	Total..30,653	23,799	15,321	2,683	23,502	

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196.

QUEBEC AND BLANC SABLON.

HOLLIDAY BROS.

Vote 196.—Steam service during the year 1910, between Quebec and Blanc Sablon, calling at ports and places along the northern shore of the River St. Lawrence, between such terminals.

1909-10	\$20,000
1910-11	\$20,000

This service was performed by Messrs. Holliday Bros., of Quebec, under terms of a contract bearing date June 17, 1907, and which expires on the close of navigation in the year 1911. The principal provisions, aside from those common to all contracts, are as follows:—

1. 'The contractors having on the opening of navigation on the River St. Lawrence, in the spring of the present year, that is to say, as soon as the ice did permit of the running of a boat over the said route, placed the steamer *King Edward* on the route between Quebec and Natashquan, on the north shore of the River St. Lawrence; and later, that is to say, during the month of May ultimo, did also place the steamer *Aranmore* on the said route, and will, with the said steamers or others of like capacity and equipment, approved by the minister, continue to carry on and maintain a regular service of five round voyages during each month of the remaining season of open navigation on the River St. Lawrence, and so in like manner during each year of the continuance of this contract, in manner as follows:—

Ports of Call.

'From Quebec to Esquimaux Point five round voyages each month, calling both ways on all trips at Les Escoumains, Manicouagan, Godbout, Pointe des Monts, Trinity Bay, Seven Islands, Moisie, Sheldrake, Thunder River, Magpie, River St. John, Long Point and Mingan; three of such trips each month to be extended during each season to Natashquan, with a further extension of one trip each month to Harrington, calling at way ports between Natashquan and Harrington, and in addition extending one trip each season to Blanc Sablon, also calling at intermediate ports.

It is understood and agreed that the calls at Les Escoumains commenced early in the current month of June and are to be continued regularly thereafter whenever weather conditions and tide will permit, or when there is freight and passengers to land or embark at that place; and that the first trip to Natashquan and Harrington, calling at way ports as above, shall also be run during the current month of June, and shall be continued regularly as hereinbefore provided for.

Termination of Contract.

2. 'The contract shall remain in force to the close of navigation in the year 1911.

Description of Vessel Employed.

3. 'The said steamer *King Edward* is guaranteed to be of four hundred tons gross measurement, with an average speed capacity of 12 knots per hour, with passenger accommodation for 30 saloon and 50 steerage passengers, and with a carrying capacity

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of from 1,500 to 2,000 barrels, lighted with electricity and classed A.1 at Lloyds. And the steamer *Aranmore* is in like manner guaranteed to be of eleven hundred and seventy tons gross measurement, like average speed, and with adequate accommodation for not less than 75 first-class, 20 second-class and 100 or more steerage or deck passengers.

Subsidy: \$20,000 per annum.

4. 'The subsidy is twenty thousand dollars (\$20,000) per annum, payable as follows, viz.: In each year during the continuance of the contract the sum of six thousand dollars (\$6,000) on the first day of July; six thousand dollars (\$6,000) on the the first day of October; and the balance of eight thousand dollars (\$8,000) on the closing of navigation as hereinbefore defined.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.		N. H. P.	Speed.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.			At	In	Of
	Feet.	Feet.	Feet.				K'ts			
King Edward	149	24	11·1	155	355	58	14	Beverly	1902	Steel
Restigouche	229·7	31	16·1	463	945	150	12	Port Glasgow.	1877	Iron.
Aranmore	241·5	34·8	15·7	500	1,170	260	....	Dundee.....	1890	Iron.
Savoy	129·9	25·2	11·5	184	348	53	...	Montrose.....	1895	Steel.

Distances.

The distance from Quebec to Natashquan is 510 miles; from Quebec to Harrington, 615 miles; from Quebec to Blanc Sablon, 720 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
						\$
1907	In.....1,070	6,300	Not stated.	Not stated.		20,000
	Out. ....1,438	17,700				
	Total.. 2,508	24,000				
1908.....	In.....1,532	940	22	Lock	Tied	20,000
	Out. ....1,163	9,240		Bags.	Sacks.	
	Total...2,695	10,180		771	724	
1909	In.....1,067	1,070	31	922	724	20,000
	Out.....1,292	2,900		1,693	1,448	
	Total.. 2,359	4,970		698	448	
			79	891	465	
			110	1,589	913	

197.

QUEBEC AND GASPE BASIN.

BOUCHARD BROS.

Vote 197.—Steam service between Quebec and Gaspé Basin, touching at intermediate ports.

1909-10	\$8,500
1910-11	\$8,500

This service is performed by Messrs. Bouchard Bros., of Quebec, under terms of a contract bearing date the 27th January, 1909, and which expires on the close of navigation in 1913. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service—Ports of Call.

1. The contractors will on the opening of navigation on the River St. Lawrence in the spring of the present year, that is to say, as soon as the ice will permit of the running of a boat over the following route, place their steamer the *Restigouche*, of 945 and 463 gross and net tons, respectively, on the route between Quebec and Gaspé Basin, and will during the season of open navigation on the River St. Lawrence, that is to say, as long as the ice will permit of the running of a boat over the said route in each year during the continuance of this contract, carry on and maintain by means of the said steamer or by means of another of the same class acceptable to the minister, a regular service of two full round trips each month between Quebec and Gaspé Basin calling both ways, weather and water permitting, at Matane, Cape Chatte, St. Anne des Monts, Mont Louis, Grand Vallée, Chlorydome, Fox River, Griffin Cove, L'Anse à Louise, Grande Grève, Douglastown, Gaspé Basin, and at the following places once each round trip, either on the up or down voyage, viz., Ste. Felicité, Mechin, Martin River, Claude River, St. Antoine, Little Magdalen, Cape Magdalen, Petite Vallée, Pte. Frigate, Pte. Seches, Grand Etang, Anse à Valeau, Pte. Jaune, Little Fox River, Cape Rosier, as well as such other port or ports, place or places, en route as the minister may from time to time direct, and

(a) Calling both ways at Rivière du Loup wharf, provided there be sufficient depth of water to do so.

Provision for Change in Service.

2. The minister may authorize any change or changes in the services as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

Termination of Contract.

3. This contract, unless sooner terminated under the provision of section 19, shall remain in force to the close of navigation, in the year one thousand nine hundred and thirteen.

Subsidy: \$8,500 per Annum.

The subsidy is eight thousand five hundred dollars (\$8,500) per annum, payable as follows, viz.: In each year during the continuance of this contract the sum of two

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thousand five hundred dollars (\$2,500) on the first day of July; three thousand dollars (\$3,000) on the first day of October, and the balance of three thousand dollars (\$3,000) on the closing of navigation as hereinbefore defined.

Carriage of Mails.

Clause 6 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The SS. *Restigouche*, above referred to, was built at Port Glasgow in 1877, of iron, and registered at Quebec in 1903; length, 229.7 feet; breadth, 31.0 feet; depth, 16.1 feet; net tonnage, 463; gross tonnage, 945; horse-power, 150.

Distance.

The distance between Montreal and Gaspé is 620 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
					\$
1907	2,275	2,200	Nil.	Nil.	8,500
1908	2,225	2,295			8,500
1909	In.....1,095 Out..... 711	1,014 1,345	Nil.	Nil.	8,500
	Total.. 1,806	2,359			

198.

QUEBEC AND ISLE OF ORLEANS.

QUEBEC AND LÉVIS FERRY COMPANY, LIMITED.

Vote 198.—Steam service between Quebec and the Isle of Orleans during the time between the the closing of regular navigation in the autumn and the taking of the ice bridge between the island and the mainland; also after the breaking up of the ice bridge until the resumption of regular navigation in the spring.

1909-10	\$500
1910-11	\$500

This service was performed by the Quebec and Lévis Ferry Company, Limited, of Quebec, under terms of a contract bearing date November 1, 1908, which expired in the spring of 1909, and was not renewed. The principal provisions, aside from those common to all contracts, were as follows:—

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Ports of Call—Frequency of Service.

1. 'The contractors being the owners of and having control of the steamer *Polaris*, a vessel of 532 tons gross register, with such adequate accommodation for both passengers and freight as is necessary for the service herein contracted for, will, as soon hereafter during the current month or during the month of December next, as may be necessary or required, place the same on a route between the city of Quebec and the Island of Orleans, and maintain therewith a service of at least four full round trips each week from and to the said ports or places and return during the time occurring between the closing of regular navigation in the present autumn and the taking of the ice bridge between the said Island of Orleans and the mainland, and again in the ensuing spring from the time of the breaking up of the ice bridge to the resumption of regular navigation.

Termination of Service.

4. 'This contract shall, unless otherwise terminated under the provisions of section 5 hereof, or unless further extended for another year at the option of the minister, remain in force and have effect only until the said resuming of regular communication between the points named in the month of April next.

Subsidy: \$500.

6. 'A subsidy of five hundred dollars (\$500) is payable on the completion of the service hereinbefore contracted for.

Description of Vessel Employed.

The SS. *Polaris* above referred to was built at Lévis in 1883 of wood and registered at Quebec in the same year; length, 118 feet 5 inches; breadth, 31 feet 4 inches; depth, 16 feet 5 inches; net tonnage, 335; gross tonnage, 532; capacity, 450; 200 nominal horse-power; speed, 10 knots.

Distance.

The distance between terminal points is 5 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid.
1907	1,307	37	Nil.	Nil.	\$500
1908	In..... 400 Out..... 400	27 30	Nil.	Nil.	\$500
	Total ... 800	57			
Jan. 1 to April 23, 1909	400	31	Nil.	Nil.	\$500

199.

RIVIERE DU LOUP, TADOUSAC AND OTHER NORTH SHORE PORTS.

THE TRANS-ST. LAURENT COMPANY, LIMITED.

Vote 199.—Steam service between Rivière-du-Loup, Tadousac and other north shore ports.

1909-10	\$6,000
1910-11	\$6,000

This service is performed by the Trans-St. Laurent Company, Limited, of Fraserville, Quebec, under contract dated July 12, 1909, which expires on October 31, 1911. The principal provisions are as follows:—

1. The contractors owning or controlling the steamer *Contest*, and having on the 24th day of June next preceding the date of these presents placed the said steamer *Contest* on the route between Rivière -du-Loup and certain ports on the north shore of the River St. Lawrence, and having maintained the service on the said route as hereinafter described until the 12th of July, will on that date replace the steamer *Contest* by the steamer *Rhoda* of 182 gross and 59 net tons register, or with some other steamer of like equipment and capacity, and will continue to perform the said service until and including the 31st day of October of each year during the continuance of this contract.

Service and Ports of Call.

2. The service shall consist of the following trips, viz.:—

(a) Leaving Rivière-du-Loup daily, except Sunday, calling at Tadousac, Ste. Catherine's Bay and St. Simeon, and once or twice a week at Escoumains, and back to Fraserville the same evening, during the months of July and August.

(b) Leaving Rivière-du-Loup, calling at Tadousac, St. Catherine's Bay, St. Simeon four times a week, except Sunday, taking in once or twice a week Escoumains, during the months of June and September.

(c) Leaving Rivière-du-Loup, calling at Tadousac, St. Catherine's Bay and St. Simeon semi-weekly, taking in Escoumains once or twice and back to Rivière-du-Loup during the months of May and October.

(d) A round trip from Rivière-du-Loup, calling at Tadousac or other ports, each Sunday, during the continuance of this contract.

2. (a) It is understood that the steamers of the company will not be obliged to take in St. Simeon on the dates where they will have to call at Escoumains.

Termination of Agreement.

3. This agreement shall continue in force, unless terminated as otherwise provided, until and including the 31st day of October, 1911.

Calls at Government Wharfs.

4. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable, and when such wharfs are available within the area for which service is subsidized.

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Subsidy: \$6,000 per Annum.

5. The subsidy is \$6,000 per annum, payable in three equal instalments of two thousand dollars (\$2,000) on the first days of July, September and November during the continuance of this contract.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.		N.H.P.	Speed.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.			At	In	Of
	Feet.	Feet.	Feet.							
Contest	132·3	23·0	10·5	104	370	100	...	Quebec.....	1872	Composite
Rhoda.....	131·6	23·0	10·1	59	182	45	...	Rebuilt, Levis	1895	
								Levis, Que....	1874	Wood.

Distances.										Miles.
Rivière du Loup to St. Simeon										35
St. Simeon to St. Catherine's Bay										30
St. Catherine's Bay to Tadousac										5
Tadousac to Escoumains.....										28
										98
Rivière du Loup to Tadousac.										24

TRAFFIC RETURNS.

CALENDAR YEAR.	PASSENGERS.		FREIGHT.		Live Stock.	MAILS.		Subsidy Paid.
	1st Class.	2nd Class.	Tons Weight.	Tons Meas.		Lock Bags.	Tied Sacks.	
1909.								
In.....	500	115	307	...	3	125	148	\$3,538 25
Out.....	593	144	629	...	10	305	505	
Total.....	1,093	259	936	...	13	430	653	

200.

RIVER OUELLE AND LOWER ST. LAWRENCE.

Vote 200.—Winter Steam Service between River Ouelle and the Lower St. Lawrence.

1909-10..	Nil.
1910-11	\$8,000

No contract has been entered into for this service.

201.

ST. CATHERINE'S BAY AND TADOUSAC.

PRICE BROTHERS.

Vote 201.—Steam Service between St. Catherine's Bay and Tadoussac during the winter season.

1909-10	\$2,500
1910-11	\$2,500

This service was performed during the early part of 1909 by Price Bros., of Quebec, under contract dated February 5, 1909, which expired on May 15, 1909, and has not been renewed.

Service.

A regular service was performed between St. Catherines' Bay and Tadousac, Que., consisting of two round trips each day—one in the forenoon and the other in the afternoon—until May 1, 1909, and thereafter, if required, one round trip each day until May 15.

Subsidy, \$25.00 per day.

The subsidy was \$25 per day, payable in instalments, as earned, on the last days of February and March, and upon the discontinuance of the service.

Description of Steamer Employed.

NAME.	DIMENSIONS.			TONNAGE.		No. H.P.	Speed $\frac{1}{2}$	BUILT.		
	Length	Breadth	Depth	Net.	Gross.			At	In	Of
	Feet.	Feet.	Feet.							
Muriel.	69	16·8	7	44	64	24	—	Quebec.	1902.	Wood.

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Distance.

St. Catherine's Bay to Tadousac, 2 miles.

TRAFFIC RETURNS.

Year.	Passengers.	Freight	Live Stock.	Mail Bags.	Subsidy Paid.
1909.	No.	Tons.	No.	No.	\$ cts.
February 15 to May 15.....	359	6	9	260	2,250

202.

CANADA AND CUBA.

WM. THOMSON & CO.

Vote 202.—Steam Service between Canada and Cuba.

1909-10	Nil.
1910-11	\$25,000

This service is performed by Wm. Thomson & Co., Ltd., of St. John, N.B., under contract dated December 1, 1909, which expires at the end of one year from the date of the first sailing in December. The principal provisions of the contract are:—

Services and Ports of Call.

1. The contractors owning or controlling such steamships of British or Canadian register, as may be approved by the minister, of a minimum gross and net tonnage of 2,000 and 1,000 tons respectively, each having passenger accommodation for not less than twenty first-class passengers, and guaranteed as rating at Lloyds 100 A1, will, within thirty days of the date of these presents, place the said steamships or such other steamships as may be approved from time to time by the minister, on a route between St. John, in the province of New Brunswick, and Havana, in the Republic of Cuba, and will continue to maintain therewith for a period of one year from the date of the first sailing from St. John a direct monthly service each way from the said port of St. John to the said port of Havana and return thereto, sailing from St. John at regular intervals on such fixed dates as may be sanctioned by the minister, such dates to be advertised at least 20 days in advance of the respective sailings.

Speed.

2. Each of the said steamships, while employed as herein agreed, shall, on all north and south-bound voyages, run at an average speed of not less than 10 knots per hour, extraordinary conditions of the weather excepted.

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Subsidy—\$25,000 per annum.

3. The subsidy is at the rate of \$25,000 per annum, payable in quarterly instalments of \$6,250 upon the completion of the service every three months from the commencement of the contract, as hereinbefore stipulated.

Freight Rates to be Approved by the Minister.

Clause 8 provides that freight rates proposed to be charged shall be submitted to the minister for his approval, and, after being approved, shall not be changed except with his consent.

Traffic to be routed via I.C.R.

Clause 9 provides that all freight from Cuba shall, when not otherwise routed by shippers or consignees, be delivered to the Intercolonial Railway at St. John for shipment to final destination in Canada, on condition that the I.C.R. rates are not in excess of rates charged by any other railway between St. John and final destination in Canada.

Freight for export to Cuba shall be routed *via* Montreal and the I.C.R. when possible.

Passengers for points in the Maritime provinces and Quebec shall be delivered to the I.C.R. at St. John, provided the routing of such passengers is controlled by the contractor, and that they are not otherwise routed.

Transportation of Trade Commissioners.

Clause 10 provides for the free transportation of Canadian Trade Commissioners, their wives and children, or Canadian Commercial Agents, with first-class accommodation and meals, and free transportation for their household effects, when travelling upon official duties, or being transferred from one post to another, upon request of the minister.

Additional Steamships.

Clause 11 provides that additional steamships shall be placed upon the route if there is sufficient cargo to justify so doing, upon notification being given by the minister to the contractors in writing. Such additional service shall be given without further subsidy.

Carriage of Mails.

Clause 13 of the contract provides for the carriage of mails.

Distances.

St. John to Havana, 1,700 miles.

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Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.				PASSENGER ACCOMMODA- TION.	Refrigerator Space.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.		First Class.		At	In	Of
						Weight.	Mea- sure- ment.					
	Ft.	Ft.	Ft.					Number.	Cu.Ft			
Felix.....	290	42	19	1123	1837	2800	3400	.....	Nil	Newcastle,.....	1907	Steel.
Bertha.....	269	39	10.5	1067	1681	2668	2850	.....	Nil	Arendal.	1906	Steel.

TRAFFIC RETURNS.

CALENDAR YEAR.	PASSENGERS CARRIED.	FREIGHT CARRIED.		Live Stock.	MAILS.		SUBSIDY PAID.
		Tons Weight.	Tons Meas.		Lock Bags.	Tied Sacks.	
Dec. 1 to Dec. 31, 1909.	No.			No.	No.	No.	\$ cts.
	In.....	.....	.....	.....	.....	.....	Nil.
	Out.... 2	.....	6150	.....	.....	.....

203.

ST JOHN AND DIGBY.

DOMINION ATLANTIC RAILWAY COMPANY.

Vote 203.—Steam Service between St. John and Digby.

1909-10	\$20,000
1910-11	\$20,000

This service is run by the Dominion Atlantic Railway Company, of Kentville, N.S., under terms of a contract bearing date April 20, 1909, and which expires on March 31, 1910, the principal provisions, aside from those common to all contracts, being as follows:—

Period of Contract.

1. ‘The contractors having on the first day of April next preceding the date of these presents placed their steamer the *Prince Rupert* on the route between the city

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of St. John, in the province of New Brunswick, and Digby, in the province of Nova Scotia, and have from that date carried on and maintained, and will continue to maintain by means of the said steamer, or a substitute steamer of equal class and capacity, approved by the minister, for and during the period of one year from the said first day of April, a regular and uninterrupted service between the ports or places hereinbefore named, making full round daily trips from St. John to Digby and return to St. John (Sundays excepted), connecting each day with trains at St. John; and especially is it understood and agreed on the part of the contractors that on all trips from Digby to St. John the steamer shall arrive at St. John in ample time for passengers and mails westward bound to connect with the afternoon train via the Canadian Pacific Railway for Montreal.

Carriage of Mails on Extra Trips.

2. 'It is understood and agreed that if during the continuance of this contract other trips are made than as above specified, all mails tendered shall be carried without any additional remuneration than the subsidy herein provided for.

Renewal of Contract.

3. 'This contract shall remain in force and have effect for one year from the first day of April, as aforesaid.

Subsidy: \$20,000 per Annum.

The subsidy is twenty thousand dollars (\$20,000), payable quarterly, that is to say, as follows:—

During the month of July next following the date of these presents five thousand dollars (\$5,000), and on the first day of each of the months of October, January and April next following, a like sum of five thousand dollars (\$5,000) or such portion thereof as shall have been earned each quarter on the basis of daily trips.

Carriage of Mails.

Clause 6 of the contract provides for the carriage of mails.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space N. H. P.	Speed, Knots.	BUILT		
	Length.	Breadth	Depth	Net.	Gross.	Capac- ity.	1st Class.	2nd Class.	3rd Class.			At	In	Of
	Ft.	Ft.	Ft.											
Prince Rupert.....	268	32	11½	620	1,158	300	850	Nil.	400	18	Dumbarton...	1894 Steel.
Prince Albert.....	103	20	8½	49	108	50	150	Nil.	40	10	Shelburne, N.S	1901 Wood

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Distance.

The distance given between St. John and Digby is 47 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid.
1907.....	27,068	21,285	Not stated.	Not stated.	\$16,245 29
1908.....	28,782	21,161	349	2,093 lock bags. 8,413 tied sacks.	19,935 90
1909.....				Baggs. Sacks.	
In.....	16,125	3,142	148	2,527 6,553	
Out.....	13,767	18,919	323	1,887 9,441	19,792 50
Total.....	29,889	22,061	471	4,414 16,004	

204.

ST. JOHN, DIGBY, ANNAPOLIS AND GRANVILLE.

VALLEY STEAMSHIP COMPANY, LTD.

Vote 204.—*Steam Service between St. John, Digby, Annapolis and Granville;
viz.: along the west side of Annapolis Basin.*

1909-10	\$1,500
1910-11	\$1,500

This service is performed by the Valley Steamship Company, Limited, of Granville Ferry, N.S., under terms of a contract bearing date July 2, 1909, which expires on March 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service—Ports of Call.

1. ‘The contractors having prior to the first day of April last past, placed their steamer the *Granville*, a vessel 105 feet in length, 22 feet breadth, with a draught when loaded of 10 feet, having a carrying capacity equal to 1,000 barrels of cargo, and adequate passenger accommodation for 40 passengers, with a speed of 10 knots per hour, on a route between the port of St. John, in the province of New Brunswick, and the ports of Annapolis Royal and Granville Ferry, both in the province of Nova Scotia, and having since that date regularly run the said steamer weekly over the said route, will continue to so run during the continuance of this contract, calling on all trips both ways at Victoria Beach and Littlewoods wharf (opposite Goat Island), and when tide and weather will permit will continue such trips to Granville Centre and Round Hill, with the privilege on the part of the contractors of further extending the route to Bridgetown, all in the province of Nova Scotia; it being understood and agreed, however, that during the winter months in case the ice will not permit the running of the vessel up the Annapolis basin and river, the trip from St. John shall be allowed to terminate at Digby.

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Termination of Contract.

2. ‘This contract shall remain in force only until the 31st day of March, 1910, unless sooner terminated under the provisions of section 11 hereof.

Government Wharfs.

3. ‘In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$1,500 per Annum.

4. ‘The subsidy is one thousand five hundred dollars (\$1,500), payable in quarterly instalments of three hundred and seventy-five dollars (\$375) on each of the first days of July, October, January and April, occurring during the continuance of this contract.

Description of Vessel Employed.

The ss. *Granville*, above referred to, was built at Shelburne, N.S., in 1904, of wood, and registered at Yarmouth, N.S., in the same year; length, 97 feet; breadth, 21 feet 6 inches; depth of hold, 9 feet; net tonnage, 49; gross tonnage, 97; 30 nominal horse-power; speed, 10 knots.

Distances.

The distance between terminal ports is stated to be 75 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy.
1907.....	100	2,721	Nil.	Nil.	\$1,500
1908.....	131	3,119	Nil.	Nil.	1,500
1909.....	31	2,176	Nil.	Nil.	1,471 15
{ In..	27	892			
{ Out					
Total, 1909....	58	3,069			

205.

ST. JOHN, DIGBY, BEAR RIVER AND CLEMENTSPORT.

BEAR RIVER STEAMSHIP COMPANY.

Vote 205.—*Steam Service between St. John, Digby, and Bear River and Clementsport.*

1909-10	\$1,500
1910-11	\$1,500

This service is performed by the Bear River Steamship Company, Limited, of Bear River, N.S., under terms of a contract bearing date February 22, 1909. This

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contract expires on March 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

Ports of Call.

1. 'The contractors being the owners of a steamer called the *Bear River*, with a carrying capacity of 1,000 barrels freight and 30 passengers, and with a speed of nine knots per hour, will on the first day of April next following place the said steamer on a route between the port of St. John, in the province of New Brunswick, and Bear River and Clementsport, in the province of Nova Scotia, and will continue to maintain therewith a regular service between the said ports or places, calling on all trips both ways at Victoria Bridge and Digby, in the said province of Nova Scotia, with the privilege of also calling when wharf facilities are completed at Deep Brook, in the said province; it being understood and agreed that during the winter months when the ice prevents getting to Bear River the trips may terminate at either Victoria Bridge or Digby; and further, that trips to Clementsport may be omitted whenever tide and weather will not permit of a landing at that place, evidence of such inability to reach Bear River or to call at Clementsport to be furnished the minister in each case.

Frequency of Service.

2. 'The service hereinbefore described and on the part of the contractors agreed to be performed, shall be regular and uninterrupted; one round trip from St. John to the ports mentioned and return shall be run each week from the commencement of the service until March 31, 1910, unless sooner terminated in manner hereinafter provided, or unless continued at the option of the minister for another year from such date.

Subsidy: \$1,500 per Annum.

The subsidy is payable at the rate of one thousand and five hundred dollars (\$1,500) per annum, payable in quarterly instalments of three hundred and seventy-five dollars (\$375) on the first days of the months of July, October, January and April occurring during the period of this contract, and so in like manner during the further continuance of this contract as hereinbefore provided.

Description of Vessel Employed.

The ss. *Bear River* was built at Shelburne, N.S., in 1905, of wood, and registered at Digby in the same year; length, 90 feet; breadth, 20 feet; depth of hold, 8 feet; registered tonnage, 71; speed, 9 knots.

Distances.

The distances are given as follows:—Bear River to Victoria Bridge, 4 miles; Victoria Bridge to Clementsport, 6 miles; Clementsport to Digby, 10 miles; Digby to St. John, 45 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid.
1907.....	Nil.	2,487	Nil.	Nil.	\$1,500 00
1908.....	Nil.	2,614	Nil.	Nil.	1,500 00
1909..... (In..	.....	1,790	.....	.....	.....
(Out.	Nil.	770	Nil.	Nil	1,473 22
Total, 1909....	.....	2,569	.....	.....	.....

206.

ST. JOHN, DUBLIN AND BELFAST.

ULSTER STEAMSHIP COMPANY.

Vote.—206.—Steam Service between St. John, Dublin and Belfast, during the winter season.

1909-10	\$7,500
1910-11	\$7,500

This service is performed under terms of a contract entered into on June 25, 1909, with the Ulster Steamship Company, Limited, of Belfast, Ireland, represented in Canada by Messrs. McLean, Kennedy & Company, of Montreal, who run what is known as the Head Line of steamers. It is a winter service only, sailing from St. John, N.B., to Belfast or Dublin at regular intervals, averaging two sailings each month until ten complete round trips have been run. The contract expires on the opening of St. Lawrence navigation in 1910.

Its principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract—Speed of Steamers—Calls at Other Ports.

1. The contractors, owning and controlling the steamships *Rathlin Head, Carrigan Head, Bray Head, Ramore Head, Inishowen Head, Bengore Head, Torr Head, Malin Head, Glen Head, Teelin Head, Dunmore Head, Howth Head and Glenarm Head*, of the Head Line, all of which are guaranteed as rating at Lloyds 100 A1, will, in the month of December next after the date of these presents, or earlier, place such of said steamers as may be necessary to fulfil the terms of this agreement, on a route between the port of St. John, N.B., and the ports of Belfast and Dublin in Ireland, and will maintain therewith during the winter season of 1908-9 a service averaging not less than two sailings each month between the said ports, sailing from Belfast or Dublin for St. John aforesaid and returning thereto, sailing from St. John at regular intervals on such fixed dates as may be sanctioned by the minister, such dates to be advertised at least twenty days in advance of sailings, until not more than ten round trips have been run and completed prior to the opening of navigation on the River St. Lawrence in the spring of 1910.

Each of the said steamers while employed as aforesaid shall on all eastbound voyages be run at an average speed of not less than ten knots an hour, extraordinary conditions of weather excepted.

It is understood and agreed that the said steamers are not to call at any intermediate or other port either on the westward or eastward voyages while employed under the terms of this contract, except when on westbound voyages at a port in Great Britain for bunkering purposes, or for cargo for transportation to St. John's Nfld., or to a Canadian port other than the port of St. John, N.B., aforesaid, the transportation of such cargo, and the calling at ports other than St. John, N.B., subject to revocation at the will of the minister; it being understood and agreed that the port of St. John, N.B., shall in all cases be the terminal port on all westbound voyages, and the last port of departure on all eastbound voyages.

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Transportation of Canadian Trade Commissioners.

2. The Canadian Trade Commissioners and their wives and children or Canadian Commercial Agents shall be granted free transportation, meals included, with first-class accommodation and free transportation for their household effects, when travelling upon their official duties, upon request of the minister.

Subsidy: \$7,500 per Season (10 Voyages).

3. The subsidy is seven hundred and fifty dollars (\$750) for each round trip duly performed from Belfast and Dublin to St. John aforesaid and return therefrom to Belfast or Dublin, aggregating for the ten round trips hereinbefore referred to, the sum of seven thousand and five hundred dollars (\$7,500); such subsidy to be payable in two instalments, the first of three thousand dollars (\$3,000) on completion of four full round trips regularly run in compliance with the terms of this agreement, and the balance on the completion of the service contracted for.

Freight Rates.

Clause 7 of the contract provides that freight rates shall be subject to the approval of the minister.

Carriage of Mails.

Clause 9 of the contract provides for the carriage of mails.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			N.H.P.	Speed.	Passenger accommodation.	Refrigerator space.	BUILT		
	Length.	Breadth.	Depth.	Gross.	Net.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.			Wgt.		Knots	1st Class.	C.F.			
Glenarm Head....	360	46·1	28·0	3,908	2,527	6,150	379	10½	6	Nil.	Belfast...	1897	Steel.
Malin Head.....	345	43·0	29·7	3,467	2,228	5,300	335	10	2	Nil.	" ...	1892	"
Bray Head.....	330	41·5	25·1	3,150	2,019	4,800	264	10	2	Nil.	Wallsend	1894	"
Inishowen Head..	341·7	40·0	30·2	3,650	1,987	4,700	309	10½	2	Nil.	Belfast...	1886	Steel & iron.
Bengore Head....	324	37·2	17·7	2,490	1,619	3,630	260	11	2	Nil.	Glasgow.	1884	Iron.
Dunmore Head...	302·4	40·2	19·5	2,293	1,458	3,500	258	10	4	Nil.	Belfast...	1889	Steel.
Ramore Head....	402·1	44·7	27·8	4,444	2,913	6,500	473	11	12	Nil.	" ...	1891	"
Carrigan Head...	376·6	45·1	31·6	4,201	2,717	6,200	438	11	8	Nil.	" ...	1901	"

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Distances.

The distance from St. John to Dublin is given as 2,550 miles; from St. John to Belfast, 2,500 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid.
1907.....	Nil.	26,039	Nil.	Nil.	\$4,500
1908.....	Nil.	10,443	Nil.	Nil.	3,000
1909.....	Nil.	8,402	Nil.	Nil.	2,250

207.

ST. JOHN AND GLASGOW.

DONALDSON LINE.

Vote 207.—Steam Service between St. John and Glasgow, during the winter season.

1909-10	\$15,000
1910-11	\$15,000

This service is performed by Messrs. Donaldson Bros., of Glasgow, represented by their duly authorized agent, Mr. Robert Reford, partner of the firm of Robert Reford & Company, Limited, of Montreal, and is a winter service only, being run under terms of a contract bearing date February 1, 1909, which expires on April 30, 1910. The principal terms of the contract, aside from those common to all contracts, are as follows:—

Period of Contract.

1. ‘The contractors, owning and controlling the steamships *Concordia, Alcides, Lakonia, Tritonia* and *Salacia*, all of which are guaranteed by the contractors as rating at Lloyds 100 A1, will place such steamships, and if necessary in order to fulfil the terms of this contract, other steamers of like class and capacity on a route between the port of Glasgow in Scotland and the port of St. John, in the province of New Brunswick, and will maintain therewith during the winter season of 1909-10 a regular weekly service between the said ports, commencing in the month of November following the date of these presents, and continuing until not more than twenty complete round trips have been run prior to the 30th day of April, in the year 1910, sailing from and returning to each of the ports aforesaid at regular intervals, and on such fixed

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dates as may be sanctioned by the minister, such dates to be advertised at least twenty days in advance of sailings. Each of the said steamers while employed as aforesaid, shall be run at an average speed of not less than ten knots per hour, extraordinary weather excepted.

Subsidy: \$15,000 per Season (20 Voyages).

2. ‘The subsidy is payable at the rate of seven hundred and fifty dollars (\$750) for each round trip from Glasgow to St. John aforesaid and return therefrom to Glasgow, duly performed, aggregating for the twenty round trips, if run and fully completed under the terms of section 1 hereof, fifteen thousand dollars (\$15,000), or in like proportion for any lesser number of trips so run and completed prior to the 30th day of April aforesaid; such subsidy to be payable in three instalments; the first of seven thousand five hundred dollars (\$7,500) on the completion of ten full round trips regularly run in compliance with the terms of this agreement; the second at the above rate per round trip for all additional trips regularly run in compliance with the terms of this agreement prior to the first day of April aforesaid; and the balance on the completion of the service herein contracted for or as soon thereafter as funds are available for the purpose.

Freight Rates.

Clause 4 of the contract provides that freight rates shall be subject to the approval of the minister.

Carriage of Mails.

Clause 6 of the contract provides for the carriage of mails.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space, N. H. F.	Speed, Knots.	BUILT		
	Length	Breadth	Depth.	Net.	Gross.	Capac- ity.	1st Class.	2nd Class.	3rd Class.			At	In	Of
	Ft.	Ft.	Ft.											
Salacia....	390	46	28·7	2,636	4,134	5,900	Nil.	12	Nil.	Nil.	501 15	Whiteinch...	1895	Steel.
Cassandra	455	53·2	29·1	5,228	8,135	8,500	Nil.	250	1,040	7,760	862 13½	Greenock...	1906	Steel.
Lakonia..	401 7	49 2	28·1	3,046	4,686	7,280	Nil.	12	Nil.	14,527	520 12	Glasgow...	1899	Steel.
Athenia ..	478	53	32·5	5,523	9,080	10,500	Nil.	250	1,000	16,122	855 14	Barrow...	1904	Steel.
Parthenia.	400·5	52·1	29·3	3,310	5,760	8,555	Nil.	12	Nil.	16,000	480 12	Hartlepool...	1901	Steel.

Distances.

The distance between St. John and Glasgow is given as 2,630 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
1907.....	In.....1,764 Out..... 91 Total....1,855	39,980 47,511 87,491	Not stated.	Not stated.	\$8,500
1908... ..	In. ....462 Out. 61 Total . ....523	26,452 55,690 82,142	251 6,207 6,458	11 11	14,250
1909.....	956 173	24,806 55,638	292 5,772	16	10,500
Total	1,129	80,444	6,064	16	

208.

ST. JOHN, HALIFAX AND LONDON.

FURNESS, WITHY AND COMPANY.

Vote 208.—*Steam Service on services between St. John, Halifax and London.*

1909-10	\$40,000
1910-11	\$40,000

This service is run the year round by Messrs. Furness, Withy & Company, Limited, between St. John, N.B., Halifax, N.S., and London, and by the Canadian Pacific Railway Company between the months of November and April between St. John, N.B., and London, England, and calling on all eastbound voyages at Halifax, and on all westbound voyages at Antwerp.

The contract with Messrs. Furness ,Withy & Company, Limited, bears the date February 26, 1909, and expires March 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

1. ‘The contractors will, on the first day of April next following the date of these presents, place on the route between St. John, N.B., and London, G.B., calling on all voyages both outward and inward at Halifax, N.S., a sufficient number of steamers to run the service as hereinafter provided, and will with such steamers maintain until the 31st day of March, 1910, a regular service between the said ports, sailing from the terminal ports at regular intervals of not over fifteen days, or during the fruit-shipping season at intervals of ten days if so required by the minister.

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Ventilated Accommodation for Fruit, Dairy Produce, &c.

2. 'The steamers while run under this contract shall be such as are approved by the minister, and no steamer shall be employed until sanctioned by the minister, and all such steamers shall be fitted with suitable accommodation for carrying perishable cargo, such as apples or other fruit, cheese and other provisions without deterioration, with holds and 'tween decks provided with a thorough system of forced ventilation by means of electric or steam-driven fans in such manner as to secure a uniform circulation of fresh air through all space occupied by such perishable cargo. The intakes for fresh air shall be protected by contrivances for that purpose similar to the 'Gibbs' steamship ventilators, so as to be operated in all weathers without permitting water, spray or other dampness being taken into any place where cargo is carried, and such ventilating appliances shall be operated at all times when cargo is on board and throughout the entire space whenever such perishable cargo may be stored during any voyage.

Carriage of Fruit.

3. 'The steamers while so employed shall not carry in any hold, or between any decks more than five tiers of barrels of apples or other fruit except they be stowed in such manner and with such dunnage as will relieve any tier from the weight of more than four other tiers.

4. 'The handling, loading, stowing and unloading of any fruit carried by said vessels shall be subject to and under the supervision of any officer appointed for that purpose should the minister deem it desirable.

Speed of Steamers when Carrying Fruit.

5. 'The steamers when carrying fruit shall be run at an average speed of not less than twelve knots per hour.

Development of Transportation over Government Railway.

6. 'It is hereby agreed by the contractors that as the aid herein expressed and provided for by the Canadian government is for the express purpose of encouraging the development of Canadian trade and the transportation of Canadian goods through Canadian channels, the company accepts the aid on these conditions and agrees that all freight booked or carried by the said steamships from a port in the United Kingdom and during the time these make Halifax their terminal port, shall, when not otherwise routed by shippers or consignees, be delivered to the Intercolonial railway at Halifax for shipment to final destination in Canada provided that the rates demanded by the Intercolonial railway shall not be in excess of the rates charged by any other railway company from said ports to final destination in Canada.

(a) Contractors are to hand over to the Intercolonial railway at Halifax passengers for points in the Maritime Provinces or the province of Quebec, providing the routing of such passengers is controlled by the contractors and that they are not otherwise routed. It is further agreed that the contractors through their agents in Canada shall see that they have all such freight for export as may be secured by them for a port in the United Kingdom at which the subsidized line may call delivered to the Intercolonial railway at Montreal.

Rebates.

7. 'In additions to the stipulations contained in clause 10 regarding freight rates, the rate per barrel on apples from Halifax to London shall be substantially the same

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to all persons under the same conditions, and no rebates shall be given directly or indirectly by the contractors or agents, thereof to any Canadian exporter in preference to another.

Subsidy: \$25,000 per Season.

8. The subsidy is twenty-five thousand dollars (\$25,000), payable as follows:—
The sum of twelve thousand five hundred dollars (\$12,500) on the first day of October next after the date of these presents; and the balance of twelve thousand five hundred dollars (\$12,500) on the completion of the service on the first day of April, 1910.

Freight Rates.

Clause 10 of the contract provides that freight rates shall be subject to the approval of the minister.

Carriage of Mails.

Clause 12 of the contract provides for the carriage of mails.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N. H. P.	Speed, Knots.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capac- ity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Kanawha.	370	44	31·6	2,488	3,884	5,610	....	..	....	....	491	13	Linthouse..	1893	Steel.
Shenandoah. . . .	370	44	31·6	2,492	3,886	5,610	....	....	....	....	491	13	Linthouse..	1893	Steel.
Rappahannock.	370	44	31·6	2,488	3,884	5,500	....	....	....	....	485	13	Linthouse..	1893	Steel.
Tabasco.	331·6	41·7	28·8	1,916	2,987	4,597	....	..	....	...	309	12	Sunderland	1895	Steel.

Distance.

The distance between St. John, N.B., and London, England, is 2,900 miles.

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TRAFFIC RETURNS.

Calendar Year.	Number of of Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.
1907.....	17	172,358		Not Stated.	Not Stated.	\$19,250
		Weight.	Meas.			
1908..	In 3	28,010	17,563	Nil.	} Nil.	25,000
	Out 59	27,899	83,842	651		
Total	62	55,909	101,405	651		
1909	In..... 51	24,912	16,072	Nil.	Nil.	7,500
	Out 54	52,903	71,433			
Total.....	105	77,815	87,505			

208.

ST. JOHN, HALIFAX AND LONDON.

(WINTER SERVICE). CANADIAN PACIFIC RAILWAY COMPANY.

The contract with the Canadian Pacific Railway Company bears date October 18, 1909, and expires on May 11, 1910. Its principal provisions, aside from those common to all contracts, are as follows:—

1. The contractors shall during the month of November next following the date of these presents establish a service between the city or port of St. John, in the province of New Brunswick, and the port of London, in England, by their steamers the *Mount Temple*, of 6,661 tons net register, the *Montreal*, of 5,552 tons net register, the *Montezuma*, of 5,358 tons net register, and the *Lake Michigan*, of 5,340 tons net register, and will maintain and continue to maintain by means of the said steamers, or with such other steamers as may be approved by the minister, a regular service between the cities and ports aforesaid, sailing from and returning to each of the terminal ports of St. John and London aforesaid at regular intervals and at such fixed dates as may be sanctioned by the minister, and calling on all eastbound voyages at the port of Halifax, in the province of Nova Scotia, and calling on all westbound voyages at the port of Antwerp, in Belgium; the service to commence from London on the 11th day of November next; and will on the return voyage sail from St. John on or about the 8th day of December proximo, and continue until the 11th day of the month of May, 1910, during which time there shall be run ten full round voyages; it being understood, however, that the minister may authorize any change or changes in the service as above defined as may not be inconsistent with the vote providing for the payment of the subsidy.

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Cold Storage.

2. The contractors covenant and agree that the steamers hereinbefore mentioned or any substitute steamers run in lieu thereof shall be fitted with such sufficient cold storage appliances and space as may be required for the proper storage and conservation of any perishable cargo carried thereon, as well as with complete and adequate ventilating shafts and machinery for the proper ventilation of all space in which may be stowed or carried fruit, vegetables or similar cargo requiring a constant supply of cool air, and that such cold storage and ventilating plant shall be in constant operation while perishable cargo, fruit or vegetable, requiring same is on board, and that the temperature in the space occupied by such cargo shall during each and all voyages be kept uniform and at such degrees as may be satisfactory to the minister.

Westbound Freight Rates.

3. The contractors further covenant and agree that the rates charged on westbound freight from either London or Antwerp to the port of Halifax shall in no case be greater than the rates charged on freight destined to the port of St. John from the said ports of London or Antwerp.

Transportation of Canadian Trade Commissioners.

Clause 4 provides for the free transportation of Canadian Trade Commissioners and their wives and children, or Canadian Commercial Agents, including first-class accommodation and meals, and free transportation for their household effects, when travelling upon official duties, or being transferred from one post to another, upon request of the minister.

Subsidy not to exceed \$15,000 for 10 Round Trips.

5. The subsidy is at the rate of fifteen hundred dollars (\$1,500) for each round trip run and completed within the time hereinbefore specified, not, however, to exceed ten such trips; payable on the first day of April next following the date hereof for all trips run and completed prior to that date, and the balance on the completion of the service or as soon thereafter as funds are available for the purpose.

Freight Rates.

Clause 7 of the contract provides that freight rates shall be approved by the minister.

Description of Steamers Employed.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Accommodation.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.										
Lake Michigan..	469.5	56.2	31.9	5,340	8,200	8,000	Nil.	Nil.	722	12	Wallsend.....	1902	Steel.
Montezuma ..	435.0	59.0	30.5	5,358	8,360	8,000	Nil.	Nil.	660	12	Linthouse.	1899	Steel.
Montreal....	469.5	56.2	31.9	5,552	8,644	8,000	Nil.	7,016	702	12	Wallsend.....	1900	Steel.
Mount Temple ..	435.0	59.0	30.4	5,661	8,790	8,000	Nil.	Nil.	694	12	Walker-on-Tyne.	1901	Steel.

Distances.

The distance between London and St. John via Antwerp is given as 3,200 miles; between St. John and London via Halifax, 2,959 miles. These distances are approximate.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.	In.....8,212 Out....4,197	39,328 61,123	Not stated.	Not stated.	\$15,000
Total.....	12,409	100,451			
1908	In.....6,492 Out.....14	33,241 71,654	Nil. 8,033	Nil.	15,000
Total.....	6,506	104,695	8,033		
1909.....	In.....2,656 Out....3	33,190 78,910	5,788	Nil.	12,500
Total	2,659	112,100	5,788		

209.

ST. JOHN AND HALIFAX VIA YARMOUTH.

THE MAGDALEN ISLANDS STEAMSHIP COMPANY, LIMITED.

Vote 209.—Steam service for not less than 52 full round weekly trips between St. John and Halifax, via Yarmouth and other way ports, during the season of 1910.

1909-10.	\$10,000
1910-11	\$10,000

This service is performed by the Magdalen Islands Steamship Company, Limited, of Halifax, N.S., under terms of a contract bearing date April 6, 1909, and which expires on March 31, 1911. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service.

1. The contractors will within thirty days of these presents place the steamer *Amelia*, of 357 gross tons and 103 net tons register, with a speed of 11 knots, upon the

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route between St. John, in the province of New Brunswick, and Halifax, in the province of Nova Scotia, will carry on and maintain by means of the said steamer from and after the date of commencement, a regular service between St. John and Halifax, calling both going and returning at Yarmouth, Barrington, Shelburne, Lockeport, Liverpool and Lunenburg, all in the province of Nova Scotia, once in each seven days, that is to say, making a round trip in seven days, until March 31, 1910, unless otherwise extended under the provisions of clause 5.

Provision for Changes in Service.

2. The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the vote governing the payment of the subsidy.

Uninterrupted Continuation of Service.

3. The service herein contracted for is to continue uninterruptedly in manner hereinbefore set forth, wind, weather, ice or fog or other *force majeure* permitting, but no subsidy shall be claimed or paid for any trip otherwise missed.

Termination of Contract.

4. This contract unless sooner terminated under the provisions of section 20 hereof, shall remain in force until March 31, 1910, but it is understood and agreed that the minister has the option of continuing the contract for a further period of one year from said date.

Government Wharfs.

In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$10,000 per Annum.

5. The subsidy is not to exceed \$10,000, based upon the requisite number of 52 round weekly voyages per annum, such subsidy to be payable quarterly, viz., two thousand five hundred dollars (\$2,500) on the first days each of July, October and January, and the balance of two thousand five hundred dollars (\$2,500) on the completion of the service on the 1st day of April, 1910; or in the event of less than the required number of weekly trips having been performed during any one quarter, such proportionate sum as may have been earned during said quarter upon the first days of the said months of July, October, January and April.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The steamer employed in this service is ss. *Amelia* built at Ayr, in 1894, of steel; and registered at the Magdalen Islands in 1905; length, 145 feet; breadth, 22.8 feet; depth, 9.9 feet; net tonnage, 103; gross tonnage, 357; horse-power, 69.

Distance.

The distance between St. John and Halifax is given as 320 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
1907.....	In.....216 Out.....205	12,140 6,310	Not stated.	Not stated.		\$7,884 61
Total	421	18,450		Bags.	Sacks.	
1908.....	In.....484 Out.....569	4,391 7,655	22 60	34 65	— 96	10,000
Total	1,053	12,046	82	99	96	
1909.....	In. 88 Out.....149	4,675 4,074	Nil.	100 25	Nil.	12 000
Total....	237	8,749		125		

*The service was performed by Wm. Thomson and Son, of St. John, N.B., during 1907 and 1908.

210.

ST. JOHN, N.B., AND MARGARETVILLE, PORT LORNE, PORT GEORGE.
HARBOURVILLE AND MORDEN.

MARGARETVILLE STEAMSHIP COMPANY.

Vote 210.—*Steam Service between St. John, N.B., and Margaretville, Port Lorne, Port George, Hall's Harbour, Harbourville and Morden, N.S.*

1909-10	\$2,500
1910-11	\$2,500

This service is performed by the Margaretville Steamship Company, of Margaretville, N.S., under terms of a contract bearing date August 8, 1908, and which expired on the close of navigation in 1908, but was renewed on July 14, 1909, for the season of navigation, 1909, as provided for in clause 3. The principal provisions, aside from those common to all contracts, are as follows:—

Ports of Call—Frequency of Service.

1. The contractors being owners of and having control of the steamer *Ruby L.*, a vessel of 118 tons gross register, with such adequate accommodation for both passengers and freight as is necessary for the service herein contracted for, and having on the first of March last placed the said steamer on a route between the port of St. John,

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in the province of New Brunswick, and Margaretville, in the province of Nova Scotia, and will therewith continue to carry on and maintain a regular weekly service between the said ports until the closing of navigation, that is to say, until ice and weather conditions will not permit of the running of a steamer over the said route in the autumn next following the date of these presents, prior to which time at least forty full round trips shall have been run, calling on all trips both ways at Port Lorne, Port George, Morden, Harbourville and Hall's Harbour.

Termination of Service.

2. This contract shall remain in force only until the close of navigation as hereinbefore defined, unless continued for another season at the option of the minister, who hereby reserves the right to exercise such option.

Carriage of Mails.

Clause 3 of the contract provides for the carriage of mails.

Subsidy: \$2,500 per Annum.

9. Subsidy is payable at the rate of twenty-five hundred dollars (\$2,500) per annum, as follows: Say in the month of July next preceding the date of these presents the sum of one thousand two hundred and fifty dollars (\$1,250), and at the close of navigation in the present season twelve hundred and fifty dollars (\$1,250) or so much thereof as may have been earned on the basis of not less than forty full round trips during the year; and so in like manner for a subsequent year if the service is continued under the minister's option as above provided.

Description of Vessel Employed.

SS. *Ruby L.* was built at Margaretville, N.S., of wood, in 1907, and registered at Annapolis Royal, N.S., in the same year; length, 90 feet; breadth, 20 feet; depth, 8½ feet; net tonnage, 49; gross tonnage, 119; nominal horse-power, 16⅔; speed, 9 knots.

Distances.

The distance between Margaretville and St. John via intermediate ports is 50 miles; between St. John and Margaretville via Harbourville is 64 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid.
1907.....	149	2,300	Nil.	Nil.	\$1,350
1908.....	610	1,260	Nil.	Nil.	2,500
1909.....	In..... 93 Out..... 85	1,270 675	3 ..	Nil.	2,500
Total.....	178	1,945	3		

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211.

ST. JOHN AND MINAS BASIN PORTS.

WILLIAM R. POTTER.

Vote 211.—Steamship Service from the opening to the closing of navigation in 1910, between St. John and Minas Basin Ports.

1909-10	\$3,000
1910-11	\$3,000

This service is performed by William R. Potter, of Canning, N.S., under terms of a contract bearing date February 20, 1909, and which expired on the close of navigation, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Ports of Call—Frequency of Service.

1. The contractor will, at the earliest opening of navigation in the present year, that is to say, as soon as the ice will permit of the running of a steamer over the route hereinafter named, place his steamer the *Brunswick* on the route between the City of St. John, in the province of New Brunswick, and the ports of Spencer's Island, Canning, Wolfville, Parrsboro, Kingsport, Windsor and Bass River, all situate on the Basin of Minas or on the water contiguous thereto in the province of Nova Scotia, and will carry on and maintain by means of the said steamer *Brunswick* a regular weekly service between the city of St. John and all and several the ports named, and returning therefrom to the said City of St. John, with the exception that the service to the ports of Windsor and Bass River shall be fortnightly instead of weekly: such service to continue uninterruptedly until the close of navigation on the route named, during which time not less than thirty-two full round trips from the City of St. John shall have been performed to and from all the ports hereinbefore named, with the exception of the ports of Windsor and Bass River, to and from which not less than sixteen full round fortnightly trips shall be performed.

Period of Contract.

2. This contract shall remain in force until the close of navigation in the year 1909, unless sooner terminated under the provisions of section 17 of this contract.

Subsidy: \$3,000 per Annum.

The subsidy is three thousand dollars (\$3,000), such subsidy to be payable as follows: On the first day of September the sum of fifteen hundred dollars (\$1,500), and the balance of fifteen hundred dollars (\$1,500) on the completion of the service herein contracted to be performed in each year during the continuance of this contract.

Carriage of Mails.

Clause 5 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The ss. *Brunswick*, above referred to, was built at Canning, N.S., in 1901, of wood, and registered at Windsor, N.S., in 1902; length, 110 feet; breadth, 23 feet; depth of hold, 8 feet 7 inches; net tonnage, 73; gross tonnage, 184; 42 nominal horse-power.

Distance.

The distance between terminal ports is given as 164 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.
1907	383	Not stated.		Not stated.	Not stated.	\$3,000
		W'ght.	Meas.			
1908	24	1,260	1,450	5	Nil.	3,000
1909						

212.

ST JOHN AND PORTS IN CUMBERLAND BASIN.

HARBINGER STEAMSHIP COMPANY, LIMITED.

Vote 212.—Steam service between St. John and ports in Cumberland Basin.

1909-10	\$3,000
1910-11	\$3,000

This service is performed by the Harbinger Steamship Company, Limited, of River Hebert, Cumberland County, N.S., under terms of a contract dated February 1, 1909, which expires at the close of navigation in 1909. The principal provisions, aside from those common to all contracts, are as follows:—

Service and Ports of Call.

1. The contractors will, at the earliest opening of navigation in the present year, that is to say, as soon as the ice will permit of the running of a steamer over the route hereinafter named, place their steamer the *Harbinger*, of 108 gross tons, on the route between the City of St. John and ports in the province of New Brunswick, and the ports of Minudie and Joggin's Mines, in Cumberland county, in the province of Nova Scotia, and the ports of Riverside and Harvey, in Albert county, in the province of New Brunswick, and will carry on and maintain by means of the said steamer *Har-*

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binge, a regular weekly service between the City of St. John and all the several ports hereinbefore named, returning therefrom to the said City of St. John: provided, however, that a call shall not be required at Amherst Point wharf unless there is freight to take on or put off at the said point.

Termination of Contract.

2. This contract shall remain in force until the close of navigation in the year 1909, unless sooner terminated under the provisions of section 17 of this contract.

Subsidy: \$3,000.

3. The subsidy is \$3,000, payable as follows: On the first day of July, \$1,000; on the first day of September, \$1,000; and \$1,000 upon the close of navigation and completion of the service as herein contracted for.

Carriage of Mails.

Clause 5 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The *Harbinger* was built at Shelburne, N.S., in 1901, of wood, and registered at Arichat, N.S., in 1905; length, 97 feet; breadth, 20 feet; depth, 8 feet 4 inches; net tonnage, 46; gross tonnage, 109; horse-power, 17.

Distances.

	Miles.
St. John to Harvey.. . . .	75
Harvey to Riverside.. . . .	4
Riverside to Joggins.. . . .	13
Joggins to Amherst Point.. . . .	18
Amherst Point to Minudie.. . . .	3
Minudie to River Hebert.. . . .	8

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TRAFFIC RETURNS.

Calendar Year.	Passengers.	Freight.	Live Stock.	Mails.	Subsidy Paid.
1909	In. . . . Nil. Out. . . .	80 1163	Nil.	Nil.	\$3,000
Total		1243			

213.

ST. JOHN, WESTPORT AND OTHER WAY PORTS.

INSULAR STEAMSHIP COMPANY, LIMITED.

Vote 213.—Steam service between St. John, Westport and other way ports.

1909-10	\$1,500
1910-11	\$1,500

This service is performed by the Insular Steamship Company, Limited, of Westport, N.S., under terms of a contract bearing date May 5, 1909, and which expires on March 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

Frequency of Service and Ports of Call.

1. The contractors having prior to the first day of April last placed their screw steamer the *Westport III.*, a vessel of 101 feet in length, 21 feet breadth and of a depth of 9 feet, of a gross registered tonnage of one hundred and forty tons, with adequate passenger accommodation and cabins for both gentlemen and ladies, on a route between St. John, in the province of New Brunswick, and Westport and Yarmouth, in the province of Nova Scotia, and including trips already run since the first day of April last past, will, prior to the thirty-first day of March next following the date of these presents, run the said steamer not less than forty-four regular trips between the said ports and return, calling on each trip both ways at Freeport, Tiverton, Little River, Mink Cove, Sandy Cove, Weymouth and Meteghan, unless ice prevents, on which last named date this contract shall determine and cease to be in force, unless sooner terminated under the provisions of section 9 hereof.

Government Wharfs.

2. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$1,500 per Annum.

The subsidy is one thousand and five hundred dollars (\$1,500) payable in sums of three hundred and seventy-five dollars (\$375) during each of the months of July, October, January and April next following the date of these presents.

Description of Vessel Employed.

The ss. *Westport III.*, above referred to, was built at Shelburne, N.S., in 1903, of wood, and registered at Yarmouth, N.S., in the same year; length, 101 feet; breadth, 21 feet 3 inches; depth of hold, 9 feet; net tonnage, 49; gross tonnage, 140; 24 nominal horse-power; speed, 10 knots.

Distances.

The distance between St. John and Yarmouth, via Tiverton, is 100 miles; between Westport and Weymouth, 32 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.	1,800	1,790	Nil.	Nil.	\$1,500
1908.	2,198	2,600	Nil.	Nil.	1,500
1909.	In ....1,032 Out... 1,078	975 500	Nil.	Nil.	1,500
Total.....	2,110	1,475			

214.

ST. JOHN, HALIFAX, WEST INDIES AND SOUTH AMERICA.

PICKFORD AND BLACK.

Vote 214.—*A line or lines of steamers to run between St. John and Halifax, or either, and the West Indies or South America.*

1909-10	\$80,700
1910-11	\$79,500

There are two services run under this vote, viz., from St. John and Halifax to Georgetown, Demerara; and from Halifax to Jamaica.

The Demerara service is run under terms of a contract entered into with Messrs. Pickford and Black, of Halifax, N.S., bearing date June 20, 1906, and which expires on June 30, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

1. The contractors shall, on the first day of July next after the date of these presents, place upon the route between the port of St. John, in the province of New Brunswick, and the port of Halifax, in the province of Nova Scotia, as ports of departure in the Dominion of Canada, and Georgetown, in British Guiana, as the port of arrival, a sufficient number of steamers of the class and description hereinafter defined in clause 4, to perform, and with the said steamers, will, for the space of four years from that date, perform the following service:—

Frequency of Sailings.

Sailing one vessel in each twelve days from the port of St. John, in the province of New Brunswick, to the port of Halifax, in Nova Scotia, and thence on the first trip to Georgetown, in British Guiana, making the trip within fourteen days, calling

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on the first voyage and each alternate southbound trip at the following ports in the order named, viz.:—

Ports of Call.

1. Hamilton, in Bermuda; 2. Basseterre, in St. Kitts; 3. St. John, in Antigua; 4. Roseau, in Dominica; 5. Bridgetown, in Barbados; 6. Port of Spain, in Trinidad.

And upon the return voyage from Georgetown, in British Guiana, to Halifax and St. John, calling at:—

1. Port of Spain, in Trinidad; 2. Bridgetown, in Barbados; 3. Castries, in St. Lucia; 4. Roseau, in Dominica; 5. St. John, in Antigua; 6. Basseterre, in St. Kitts; 7. Hamilton, in Bermuda.

And calling on the following or second trip every alternate southbound trip at: 1. Hamilton, in Bermuda; 2. Plymouth, in Montserrat; 3. Castries, in St. Lucia; 4. Kingstown, in St. Vincent; 5. Bridgetown, in Barbados; 6. Port of Spain, in Trinidad;

And upon the return voyage from Georgetown in British Guiana, calling at:—

1. Port of Spain, in Trinidad; 2. Bridgetown, in Barbados; 3. Kingstown, in St. Vincent; 4. Castries, in St. Lucia; 5. Roseau, in Dominica; 6. Plymouth, in Montserrat; 7. St. John, in Antigua; 8. Basseterre, in St. Kitts; 9. Hamilton, in Bermuda.

The order of calling as above not to be altered except with the previous consent of His Majesty's government and of the Canadian government.

Provisions for Reversion to Fortnightly Service.

The two governments to have the right at any time to require the contractors to revert to the heretofore existing fortnightly service on giving six months' notice of such requirement, that is to say: sailing every fourteen days from St. John for Halifax and calling on the first and each alternate southbound trip at Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada to Port of Spain in Trinidad; and upon the return voyage from Trinidad to Halifax or St. John to call at the same ports in the reverse order as given above; and on the next following and each alternate trip to sail from St. John and Halifax for Georgetown, in British Guiana, calling on all voyages at Bermuda, St. Lucia and Barbados to Port of Spain in Trinidad, making the voyage within eleven days, and thence continuing to Georgetown, in British Guiana, calling at Scarborough, in Tobago, completing the trip within fourteen days; and upon the return voyage from Georgetown, in British Guiana, to Halifax, or St. John, calling at the following ports in order as follows: Tobago, Trinidad, Barbados, St. Vincent, St. Lucia, Dominica, Montserrat, Antigua, St. Kitts and Bermuda; and continuing trips as defined alternately to Port of Spain in Trinidad, and Georgetown, in British Guiana, sailing from St. John and Halifax at regular intervals of fourteen days each.

Requirements of Contract apply equally to 12 and 14 day Services.

2. 'It is understood and agreed that all other specifications and requirements in this contract contained shall apply equally to the twelve-day service or to the fortnightly service should it be reverted to.

Time-tables.

3. 'Subject to the provisions hereinafter contained, every steamer making any voyage as hereinbefore defined shall commence and complete the same and shall ar-

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rive at and leave the said intermediate ports respectively at such times as shall be specified in a time-table to be previously submitted by the contractors and approved by the minister; and each southbound voyage shall be completed within fourteen days of its commencement under a penalty as hereinafter defined for each day or part of a day in excess of the fourteen days to be occupied in such voyage. Before the commencement of the service the contractors shall furnish the draft of the said time-table to the minister for his approval, and when the same shall have been so approved the contractors shall publish it at such times and places and in such manner as the minister may from time to time require. During the continuance of this contract no alterations shall be made in the said time-table unless the same shall have been approved in writing by the minister and published at such times and places and in such manner as he may require.

Register, Speed, Accommodation, &c., of Vessels Employed.

4. 'The steamers employed in this service shall be British vessels of not less than 1,000 tons register, and shall be good, substantial and efficient steam vessels of adequate power and speed, and supplied with first-rate proper steam engines, and in all respects suited to the performance of the service, and shall be capable of maintaining and shall maintain, when employed on this service, an average speed of not less than ten knots an hour, and shall also be provided with proper accommodation for at least forty first-class passengers and such second-class and deck passengers as the traffic may require, and shall be fitted with all necessary appliances for the reception, stowage and carriage of the cargo.'

Carriage of Mails.

Clause 6 of the contract provides for the carriage of mails.

Freight and Passenger Rates.—Cargo and Passenger Lists, Logs and Sailing Charts, Customs Certificates, &c.

10. 'The contractors shall submit for aproval maximum rates for passengers and freight to and from the West Indies to the Government of Canada and to the Secretary of State for the Colonies, and shall carry on each steamer running under this contract according to its capacity, both on outward and homeward voyages, all freight and passengers which may be reasonably offered or obtained, and at such tariff rates both as to passengers and freights so submitted and approved. No discrimination shall be made as regards rates or otherwise, directly or indirectly, against Canadian, British or British West Indian merchants and shippers, who shall always have preference for freight and goods over all other merchants and shippers; and the contractors shall immediately upon the completion of each trip furnish to the minister full and complete copies of the manifests of the cargo and passenger lists carried on the said steamer performing such trip on its outward and homeward voyages, certified by the proper officers of customs, as well as copies of the logs and sailing charts duly certified by the master of the steamer, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and such other customs certificates, documents and evidence as may be necessary or as may be reasonably required by the minister to prove the performance of the services herein contracted for, and to enable the minister to judge as to whether this contract is being carefully and faithfully carried out and performed; and the furnishing of such certificates, documents and information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy hereinafter provided for or any portion thereof; a further return of the passengers and freight carried each way to be furnished annually by the contractors, for the information of His Majesty's government and of the government of Canada.

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No calls to be made in United States.

12. 'The steamers employed in carrying out the provisions of this contract shall not on any of their voyages either outwards or homewards call at any port in the United States of America.

Extra Cargo Steamers.

16. 'An extra cargo steamer, or extra cargo steamers, to meet the requirements of the trade shall be provided by and at the cost of the contractors during the crop time in the West Indies, if sufficient cargo is afforded, to run from the West Indian Islands served under this contract, and also from the Island of Nevis to Halifax.

Substitutes for Disabled Steamers.

17. 'It is understood that if either of the said steamers shall be, by peril of the sea or other unavoidable casualty, destroyed or temporarily disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case, as soon as reasonably may be having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister, in case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances, provided, however, that there shall be no payment of any subsidy in respect of any voyage not actually performed.

Subsidy: \$65,700 per Annum.

18. 'The annual subsidy is sixty-five thousand and seven hundred dollars (\$65,700) from and out of the consolidated fund or other proper moneys of the Dominion of Canada, and the further sum of sixty-five thousand and seven hundred dollars (65,700) out of the moneys provided by His Majesty's government (should the same be furnished to the government of the Dominion of Canada for such purposes, but not otherwise), payable as follows: On the last day of each month during the continuance of this contract, the sum of five thousand four hundred and seventy-five dollars (\$5,475) and a further sum of the same amount, provided the same be provided by His Majesty's government for the purpose as above mentioned: provided, however, that no such payment shall be made until it is shown to the satisfaction of the minister that all trips called for by the contract up to that time have been well and properly performed.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space C. ft	N. H. P.	Speed, Knots.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capa- city.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Ocamo.....	300·1	33·8	25·0	1,228	1,910	2,250	44	27	As required.	Nil.	229	11	Glasgow....	1877	Iron.
Oruro	301·5	33·2	25·1	1,249	1,919	2,500	40	24		Nil.	233	11	Glasgow....	1878	Iron.
Sobo.	345·0	44·0	23·2	2,313	3,652	4,500	58	24		Nil.	370	12½	Whiteinch..	1899	Steel.
Dahomé.....	300·6	41·0	21·6	1,552	2,470	3,500	40	20		Nil.	333	12	Wallsend...	1891	Steel.
Almeriana...	324·8	40·2	25·1	1,824	2,906	4,302					349	12	Middlesboro'	1889	Steel.

Distances.

The distances are given as follows:—from St. John, N.B., to Demerara, B.G., 2,900 miles; from Demerara to St. John, 2,693 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
1907	In..	2,982		57,162	}	Not stated.	Not stated.	\$63,510	
	Out.	3,528		62,625					
	Total.	6,510		119,787					
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Measure- ment.		Lock Bags.	Tied Sacks
1908.....	In.....	756	527	730	32,346	14,795	Nil.	20	1,958
	Out	802	538	1,008	3,767	64,359	86	32	1,875
	Total..	1,558	1,065	1,738	36,113	79,154	86	52	3,833
Grand total, passengers.				4,361	Freight...115,267				
1909.....	In.....	791	450	1,135	52,384	4,878	13	75	1,837
	Out	782	537	858	10,745	50,075	1,087	171	1,968
	Total	1,573	987	1,993	63,129	54,953	1,100	246	3,805
Grand total, passengers.				4,553	Freight...118,082				

The service between Halifax and Jamaica is run under terms of a contract with the Halifax and West India Steamship Company, Limited, of Halifax, N.S., bearing date May 3, 1909, and which expires March 31, 1910. The principal provisions, aside from those common to all contracts, are as follows:—

Period of Contract.

1. ‘The contractors having placed on the first day of April last past on the route between Halifax, in the province of Nova Scotia, and Kingston, in the Island of Jamaica, such steamship or steamships as may be approved from time to time by the minister, and having from the said date maintained a regular monthly service, will continue to maintain said service between the said ports, sailing once in each month from Halifax aforesaid, via and calling at Turk’s Island, to Kingston, in the Island of Jamaica aforesaid, returning thence and calling at Turk’s Island to Halifax aforesaid, the voyage to be completed within one month from the day of sailing from Halifax.

Change in Service.

2. ‘The minister reserves the right to make any change or changes in the above service not inconsistent with the vote providing for the payment of the subsidy.

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Termination of Contract.

3. ' This contract shall continue in force until March 31, 1910, but shall terminate with the arrival of the steamer at Halifax which left that port in the month of March aforesaid.

Tonnage and Ventilation of Steamer.

4. ' The steamship or steamships engaged in this service shall be fitted with reasonable ventilation to the satisfaction of the Steamboat Inspector, and the contractors agree to make any further alterations in the steamships engaged in the service as may be required by the minister to secure such proper ventilation as will at all times render them suitable for the carrying of fruit and other perishable commodities.

Canadian Trade Commissioners.

5. ' The Canadian Trade Commissioners and their wives and children or Canadian Commercial Agents shall be granted free transportation, meals included, with first-class accommodation, and free transportation for their household effects, upon any steamships employed by the contractors in the performance of this contract when requested so to do by the minister, and when the said commissioner or commercial agent is travelling upon his official duties or being transferred from one official post to another.

Subsidy: \$13,800 per Annum.

6. ' The subsidy is at the rate of thirteen thousand eight hundred dollars (\$13,800) per annum, payable as follows:—On the completion of each monthly round trip ending at Halifax the sum of one thousand one hundred and fifty dollars (\$1,150).

Carriage of Mails.

Clause 8 of the contract provides for the carriage of mails.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N.H. P.	Speed
	Length.	Breadth	Depth	Net.	Gross.	Ca- pacity	1st Class.	2nd Class.	3rd Class.			
	Ft.	Ft.	Ft.						As required.			Knots
Boston	225	33·7	19·7	738	1,168	2,000	10	4		Nil.	119	11
Amanda	225·3	33·7	19·1	734	1,170	2,000	18	8		Nil.	111	11

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Distances.

The distance between Halifax and Kingston, Jamaica, is given as 1,869 miles.

TRAFFIC RETURNS.

Calendar Year.	No. of Passengers Carried.			Tons of Freight Carried.	No. of Live Stock Carried.	Mails Carried.		Subsidy Paid.	
1907 ..	In.....	323		16,737	} Not stated.	} Not stated.		\$13,800	
	Out	715		29,029					
	Total	1,038		45,766					
1908	In.....	1st Class.	2nd Class.	3rd Class.	} Nil.	} Lock Bags.	} Tied Sacks.	} \$13,800	
		6	57	67					7,635
	Out ..	61	8	351	} 490	} 1	} 45		
				18,225					
	Total ..	67	65	418	} 490		2		98
Total passengers		550							
1909 ..	In.....	30	48	16	} 9,366	} 13	} 46	\$13,800	
	Out ..	40	31	389					20,207	171	12	45
Total		70	79	405	} 171		25	91	
Total passengers		554							

215.

ST. STEPHEN, N.B., ST. CROIX RIVER POINTS, DEER ISLAND, CAMPOBELLO, &c., &c.

DEER ISLAND AND CAMPOBELLO STEAMBOAT COMPANY.

Vote 215.—Steam service during the year 1910, between St. Stephen, N.B., St. Croix River Points, Deer Island, Campobello, and the inner islands, Passamaquoddy Bay and L'Etete or Black Bay.

1909-10 ..	\$3,000
1910-11 ..	\$3,000

This service is performed by the Deer Island and Campobello Steamboat Company, of St. Stephen, N.B., under terms of a contract bearing date June 28, 1909, and which expires on December 31, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

1. ‘The contractors having on the first day of January last placed the steamer *Viking* on the route between Le Tete and St. Stephen, both in the province of New Brunswick, have maintained and will continue to maintain until the thirty-first day of December, in the year 1909, the service hereinafter described.

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Frequency of Service—Ports of Call.

2. ‘ From the first day of January to the first of May, and from the first of November to the thirty-first of December, during the continuance of this contract, two round trips each week between Le Tete and St. Stephen, calling en route both going and coming at Back Bay, Lord’s Cove, Richardsonville, Leonardville, Wilson’s Beach, Welch Pool, Eastport (Maine), Indian Island, Fairhaven and St. Andrews; and from the first of May to the first of November three full round trips each week between the same ports, calling both going and returning at the above-mentioned places; provided, however, that the minister may authorize any change or changes in the services as above defined as may not be inconsistent with the vote governing the payment of the subsidy.

Government Wharfs.

3. ‘ In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$3,000 per Annum.

4. ‘ The subsidy is at the rate of three thousand dollars (\$3,000) per annum, payable as follows: The sum of one thousand five hundred (\$1,500) on the first day of July, and the balance, viz., one thousand five hundred (\$1,500) on the completion of the service in each year during the continuance of this contract.

Carriage of Mails.

Clause 6 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The ss. *Viking* was built at Astubula, U.S.A., in 1891, of wood, and registered at St. Andrews, N.B., in 1897; length, 75 feet 3 inches; breadth, 21 feet 1 inch; depth of hold, 6 feet 4 inches; net tonnage, 87; gross tonnage, 128; 17 nominal horse-power; speed, 9 knots.

Distances.

The distances on this route are given as follows :—

	Miles.
St. Stephen to St. Andrews ...	16
St. Andrews to Fairhaven.	8
Fairhaven to Indian Island....	4
Indian Island to Eastport.	2
Eastport to Welshpool.....	2
Welshpool to Wilson’s Beach....	4
Wilson’s Beach to Leonardville.....	3
Leonardville to Richardsonville	2
Richardsonville to Lord’s Cove.	1
Lord’s Cove to Le Tété.....	5½
Lord’s Cove to Back Bay:.....	7

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TRAFFIC RETURNS.

Calendar Year.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid.
1907	9,200	2,530	Not stated	Not stated	\$ 3,000
1908	8,392	1,210	Nil	3,232 bags. 3½ sacks.	3,000
1909	7,124	1,318	Nil	{ 4,980 bags. 78 sacks.	1,500

216.

SYDNEY AND BAY ST. LAWRENCE.

NORTH SHORE STEAMSHIP COMPANY, LIMITED.

Vote 216.—*Steam service during the season of 1910, between Sydney and Bay St. Lawrence, calling at way ports.*

1909-10	\$6,500
1910-11	\$6,500

This service is performed by the North Shore Steamship Company, Limited, of Sydney, N.S., under terms of a contract bearing date October 21, 1909, and which expired on the close of navigation, 1909. The principal provisions, aside from those common to all contracts, are as follows:—

1. ‘The contractors having on the opening of navigation next preceding the date of these presents, that is to say, as soon as the ice did permit of running, placed their steamer, the *Weymouth*, of 154 gross tons and 106 net tons, on the routes between Sydney and St. Anne’s Bay and Bay St. Lawrence, and from that date having maintained and will continue to maintain with the said steamer or the steamer *Aspey*, of 350 gross tons and 200 net tons, or some other steamer satisfactory to the minister, the following service:—

Frequency of Service—Ports of Call.

‘From the opening of navigation as aforesaid until the 15th day of June, and from the 15th day of October to the close of navigation, that is to say, until the ice will not permit of the running of a steamer over the routes, one full round trip each week between Sydney and St. Anne’s Bay, calling both going and returning at North Sydney, Breton Cove, Englishtown and North River; and one full round trip each week between Sydney and Bay St. Lawrence, calling both going and returning at North Sydney, Ingonish, Neil’s Harbour, Aspey Bay and Cape North; and from the 15th day of June until the 15th day of October two full round trips each week between Sydney and St. Anne’s Bay with calls as above given; and two full round trips each week between Sydney and Neil’s Harbour, calling both going and returning at North Sydney and Ingonish, one trip each week to be extended to Bay St. Lawrence with calls at Aspey Bay and Cape North.

Changes in Service.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

Termination of Contract.

3. 'This contract shall remain in force to the close of navigation in the present year 1909.

Calls at Government Wharfs.

4. 'In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy: \$1,500 per Annum.

5. 'The subsidy is one thousand five hundred dollars (\$1,500), payable one-half, or the sum of seven hundred and fifty dollars (\$750) on the 15th of August, and the balance, or the sum of seven hundred and fifty dollars (\$750), on the completion of the service at the close of navigation in the present year.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The ss. *Weymouth*, above referred to, was built at Weymouth Bridge, N.S., in 1890, of wood, and registered at Pictou, N.S., in 1897. Length, 102 feet 7 inches; breadth, 19 feet; depth of hold, 7 feet 6 inches; net tonnage, 96; gross tonnage, 153; 27 nominal horse-power; speed, 10 knots.

Distances.

The distance between terminal points are as follows:—
Sydney to Neil's Harbour, 47 miles.
Sydney to Bay St. Lawrence, 75 miles.
Sydney to St. Anne's Bay, 37 miles.

TRAFFIC RETURNS.

Calendar Year.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907	2,766	1,567	Not stated	Nil	\$ 1,500
1908	3,863	1,945	183	Nil	1,500
1909. In	1,325	75	Nil	Nil	
Out	1,550	400			
Total	2,875	475			1,500

217.

SYDNEY AND WHYCOCOMAGH.

BRAS D'OR STEAMBOAT COMPANY, LIMITED.

Vote 217.—Steam service during the season of 1910, between Sydney and Whycocomagh.

1909-10	\$1,000
1910-11	\$1,000

This service is performed by the Bras d'Or Steamboat Company, Limited, of North Sydney, N.S., under terms of a contract bearing date June 14, 1909, and which expires on the close of navigation, 1909. The principal provisions, aside from those common to all contracts, are as follows :—

1. 'The contractors having on the opening of navigation in the year of these presents, that is to say, as soon as the ice did permit of the running of a steamer over the route, placed their steamer, the *Marion*, on the route between Sydney and Whycocomagh, and having maintained, will continue to maintain with the said steamer or some other satisfactory to the minister, the following service:—

Frequency of Service—Ports of Call.

1. 'From the opening of navigation to the 15th June, and from the 15th of October to the close of navigation in each year, two full round trips each week; and from the 15th of June to the 15th of October three full round trips each week, between Sydney and Whycocomagh, calling both going and returning at North Sydney, Big Bras d'Or, New Campbellton, Boullarderie, Ross' Ferry, Big Harbour, Hemp Head, Baddeck, Washabuck Centre, Nyanza and Little Narrows.

Change in Service.

2. 'The minister may authorize any change or changes in the service as above defined as may not be inconsistent with the terms of the vote providing for the payment of the subsidy.

Termination of Contract.

3. 'This contract shall remain in force until the close of navigation in the present year, (1909).

Government Wharfs.

4. 'In consideration of the subsidy herein stipulated the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Subsidy : \$2,000 per Annum.

The subsidy is two thousand dollars (\$2,000) payable, one-half, or the sum of one thousand dollars (\$1,000) on the 15th of August and the balance, or the sum of one thousand dollars (\$1,000) on the completion of the service, as herein set forth.

Carriage of Mails.

Clause 6 of the contract provides for the carriage of mails.

Description of Vessel Employed.

The service is now performed by the ss. *Marion*, built at New York in 1876, of wood, and registered at Halifax in 1883; length, 145 feet; breadth, 26 feet 5 inches; depth of hold, 8 feet; net tonnage, 269; gross tonnage, 478; 50 nominal horse power; speed, 11 knots.

Distance.

The distance between Sydney and Whycocomagh is 75 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid.
1907.....	4,032	1,241	Not stated.	Nil.	\$1,000
1908.....	4,007	1,242	2,860	Nil.	1,000
1909.....In....	2,110	763	2,920	Nil.	2,000
Out...	2,386	674	182		
Total.....	4,496	1,437	3,102		

218.

VICTORIA AND SAN FRANCISCO.

PACIFIC COAST STEAMSHIP COMPANY.

Vote 218.—Steam service between Victoria and San Francisco.

1909-10	\$3,000
1910-11	\$3,000

This service is in one sense run under the terms of the Act of Confederation, which provided that a steam service should be maintained between Victoria and San Francisco, which, at that time, was the only mode of travel or of transportation of mails; but for some years past the necessity for the service as a mail route has ceased to exist, as letter mails are invariably carried by rail, and only small quantities of newspapers and similar matters are carried by the steamers.

The service at present is run by the Pacific Coast Steamship Company of San Francisco, represented by Messrs. R. P. Rithet & Co., Ltd., Victoria, B.C., under terms of a contract bearing date May 10, 1906, and which expires March 31, 1910. The principal provisions, aside from those common to all contracts, are as follows :—

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Period of Contract.

1. The contractors having, on or before the first day of July, in the year one thousand nine hundred and five, placed their steamers, the *Queen*, of 2,727 tons; the *City of Puebla*, 2,623 tons, and the *Umatilla*, of 3,069 tons register, on a route between the city or port of San Francisco aforesaid and the city or port of Victoria also aforesaid, and having therewith since that date maintained a regular service between the cities or ports aforesaid, sailing from and returning to each at intervals of not less frequency than seven days, and will continue in like manner to maintain therewith, or with such other steamers as may be approved by the minister, such service until the thirty-first day of March, one thousand nine hundred and ten, unless this contract is sooner terminated under the provisions of section 16 thereof, or unless the said steamers should, prior to that date, discontinue regular calls at Victoria aforesaid, in which case this contract shall thereupon determine and cease to have effect.

Subsidy : \$3,000 per Annum.

The subsidy is at the rate of three thousand dollars (\$3,000) per annum, payable as follows, viz.: Three thousand dollars (\$3,000) on the first day of July next following the date of these presents; two thousand and two hundred and fifty dollars (\$2,250) on the first day of April in the year of one thousand nine hundred and seven; and three thousand dollars (\$3,000) on each succeeding first day of April occurring during the further continuance of this contract.

Carriage of Mails.

Clause 4 of the contract provides for the carrying of mails.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.		Refrigerator Space	N. H. P.	Speed, Knots.	BUILT		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.				At	In	Of
	Ft.	Ft.	Ft.						C. ft					
Queen.....	331	38	12	1,672	2,728	2,000	225	125	Nil.	479	14	Philadelphia, Pa....	1882	Iron.
City of Puebla	320	38·6	26	1,713	2,624	1,800	175	100	Nil.	477	15	Philadelphia, Pa....	1881	Iron.
Umatilla.....	310	40·6	22	2,168	3,070	2,000	165	125	Nil	336	14	Chester, Pa.....	1881	Iron.

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Distance.

The distance between Victoria, B.C., and San Francisco, U.S.A., is 750 miles.

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock Carried.	Mails Carried.		Subsidy Paid.						
1907	In 902	4,747	2,021	} Nil.	Not stated.		\$3,000 00						
	Out 1,146												
	Total . . . 2,048												
1908	In 1,801	4,609	1,000	Nil.	Lock Bags.	Tied Bags.	3,000 00						
								Out 871	630	230	Nil.	27
								Total . . . 2,672						5,239	1,230	Nil.	79	. . . . .
	In 1,114	1,538	5,000	Nil.	Nil.	Nil.		3,000 00					
									Out 816	625	225		
Total 1,930		2,163	5,225										

219 and 220.

VICTORIA, VANCOUVER, WAYPORTS AND SKAGWAY.—VICTORIA AND WEST COAST VANCOUVER ISLAND.

CANADIAN PACIFIC RAILWAY COMPANY.

Vote 219.—Steam service between Victoria, Vancouver, way ports and Skagway.

1909-10	\$12,500
1910-11	\$12,500

Vote 220.—Steam service between Victoria and West Coast Vancouver Island.

1909-10	\$5,000
1910-11	\$5,000

This service is performed by the Canadian Pacific Railway Company under terms of a contract bearing date July 29, 1908. This contract expired March 31, 1909, but was extended by Articles of Agreement dated May 1, 1909 for one year more, until March 31, 1910.

The principal provisions, aside from those common to all contracts are as follows:—

- 1. The contractors having prior to the first day of April last past placed steamers necessary to properly perform the services hereinafter specified, and of a class as

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regards size, speed and equipment satisfactory to the minister; and having from that date, and will hereafter during the continuance of this agreement, run the same on and over the routes, and in the manner as follows, viz.:—

Route A.—Between Victoria and Vancouver, in the province of British Columbia, and Skagway, Alaska.

Route B.—Between Victoria and Vancouver aforesaid, and Naas Harbour and Skidegate, also in the province of British Columbia, calling on all voyages at intermediate ports or places as hereinafter enumerated.

Route C.—Between Victoria aforesaid, and Ahousset, or Mosquito Harbour, Quatsino and Cape Scott, also in the province of British Columbia, calling on all voyages at intermediate ports or places as hereinafter enumerated.

Frequency of Service.—Route A.

2. *Over route A.*—There shall be run four complete round trips during each of the months of June, July, August, September and October, in each year covered by this agreement; and not less than three complete round trips each month during the months of March, April and May; and two complete round trips during each of the months of November, December, January and February in each year covered by this agreement. The days of sailing from Victoria and Vancouver shall be such as are approved by the minister, and in event of change such change shall be duly advertised at least two weeks in advance.

Frequency of Service and Ports of Call.—Route B.

3. *Over route B.*—There shall be run two complete round trips each month during the continuance of this agreement, calling on all trips both ways, weather permitting, at Sointula, Wadhams, Hartley Bay, Claxton, Oceanic, Alert Bay, River Inlet, Bella Bella, Metlakatla, Arrandale, Namu, Lowe Inlet, Balmoral, Inverness, Kincolith, Port Hardy, China Hat, Kitkatla, North Pacific Cannery, Dominion Cannery, and Quathiaski Cove to Naas Harbour, and at such other ports or places as the minister may require or direct; calling once each month at Skidegate and Bella Coola alternately; also calling on all trips one way only at Aberdeen; also calling at Port Simpson and Port Essington when required for passengers or freight. It is understood that as Naas Harbour is a tidal harbour and the calling there would at times involve considerable delay, under such circumstances calls may be made at Port Nelson or Arrandale instead.

Frequency of Service and Ports of Call.—Route C.

4. *Over route C.*—There shall be run during the continuance of this agreement in the months of April to September inclusive in each year, four complete round trips as follows: Two from Victoria to Ahousset or Mosquito Harbour only; one to Ahousset or Mosquito Harbour and Quatsino; and one to Ahousset or Mosquito Harbour, Quatsino and Cape Scott; and in the remaining months in each year three complete round trips from Victoria to Ahousset or Mosquito Harbour and return, one of which to be continued to Cape Scott, calling both ways on all trips run over this route, weather permitting, at Port Renfrew, New Alberni, Alberni, Ucluelet, and Clayoquot, and on one trip in each month at Hesquiat, Friendly Cove, Nootka Sound, Nuchatlitz, Kyuquot, Winter Harbour, Fregon, also when necessary at Coal Harbour and Yreka Mine; and on all trips at such other intermediate ports or places as the minister may require or direct. On outward trips only, steamers employed in carrying out the provisions of this contract, especially with reference to Route A. will have the privilege of calling at American ports in Alaska, anything in section 13 to the contrary notwithstanding.

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Termination of Contract.

5. This agreement shall remain in force and have effect until the thirty-first day of March, 1909, unless sooner terminated by mutual consent or under the provisions of section 19 hereof, or unless extended for one year from such date at the option of the minister.

Carriage of Mails.

Clause 7 of the contract provides for the carriage of mails.

Subsidy: \$17,500 per Annum.

Subsidy is payable at the rate of seventeen thousand and five hundred dollars (\$17,500) per annum, that is to say, for the due performance of the services over the routes A and B as above enumerated in sections 1, 2 and 3, at the rate of twelve thousand five hundred dollars (\$12,500) per annum; and over the route C as above, at the rate of five thousand dollars (\$5,000) per annum, payable in quarterly instalments on the first day of each of the months of October, January, April and July in each year covered by this agreement, and three thousand one hundred and twenty-five dollars (\$3,125) for services A and B, and of one thousand two hundred and fifty dollars (\$1,250) for service C;

An agreement, supplementary to the Articles of Agreement dated May 1, 1909, provides that the ports of call on the services A, B, and C, as under the old contract be and are hereby rescinded and the following substituted in lieu thereof, viz:—

Route A.

Vancouver, Port Essington, Prince Rupert, Port Simpson and in Alaska at Ketchikan and Skagway.

Route B.

Semi-monthly calls at Vancouver, Campbell River, Quathiaski Cove, Alert Bay, Sointola, Hardy Bay, Beaver Cannery, Schooner Passage (summer only), Wadhams, Stratheona, Good Hope, Brunswick, Kildalla, Rivers Inlet, Kamu, Bella Bella, China Hat, Swanson Bay, Hartley Bay, Lowe Inlet, Claxton, Port Essington, Oceanic, Inverness, Prince Rupert, Metlakahtla, Port Simpson, Arrandale, Kincolith, Naas Harbour; and once each month at Kitkatla and alternately at Bella Coola and Kitmaat.

Route C.

Four complete round trips each month from April to September inclusive. During the summer, sailings to be every Tuesday, viz:—Two trips from Victoria to Clayoquot and Way Ports; one trip from Victoria to Quatsino including Clayoquot and Way Ports and one trip from Victoria to Holberg including Quatsino, Clayoquot and Way Ports.

Ports of call to be as follows:—Victoria, Port Renfrew, Carmanah, Claoose, Bamfield, New Alberni, Sechart, Ucluelet, Clayoquot, Christie School, Ahousaht, Hesquot, Friendly Cove, Whaling Station, Kyuquot, Winter Harbour, Quatsino and Holberg.

If sufficient business offers, calls will be made at Dodge's Cove, Uchucklesit, Port Hughes and Neuchatlitz.

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Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N. H. P.	Speed, Knots.	Built		
	Length.	Breadth	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Princess Charlotte..	330·0	46·7	23·7	1,999	3,844	500	274	..	....	..	795	20	Glasgow	1908	Steel.
Princess Victoria..	300·0	40·5	15·2	428	1,943	400	168	60	..	....	434	20	North Shields..	1903	"
Princess Ena..	195·1	38·2	14·8	827	1,368	250	...	..	..	..	75	12	Garston, Eng	1907	
Princess May	249·0	33·2	17·7	892	1,717	500	160	....	70	....	287	15	N'castle-on-Tyne	1888	
Princess Beatrice..	193·4	37·4	15·2	635	1,290	250	100	..	..	..	100	15	Victoria, B.C...	1903	Wood
Princess Royal..	228·0	40·0	16·6	981	1,997	450	154	60	..	..	302	15	"	1907	
Charmer.....	200·0	42·0	12·9	497	1,044	300	90	....	..	..	188	13	San Francisco, U.S.	1886	Steel.
Amur.....	216·0	28·1	11·2	370	907	300	60	..	60	....	170	12	Sunderland	1890	
Otter.....	128·0	24·5	11·0	232	366	250	64	..	60	..	24	10	Victoria, B.C...	1900	Wood

Distances.

The distances between terminal ports are as follows:—
Victoria to Skagway, 987 miles; Victoria to Quatsino and Cape Scott, 478 miles.

Routes A and B. TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid
1907	North.... 5,448 South.... 5,758 Total...11,206	12,154 5,523 17,677	Not stated.....	Not stated.....	For all routes, A B and C. \$ 17,500
1908.....	28,625	23,446	264	13,281	4,375
1909.....	Statistics not received in time for publication.....				17,500

Route C.

1907.....	North.... 2,868 South.... 3,169 Total...6,037	5,102 3,897 8,999	Not stated	Not stated	See above
1908....	5,606	10,480	151	745	See above
1909.....	Statistics not received in time for publication				

221.

AUTHORIZED BY STATUTE.

(63-64 Victoria, chapter 9.)

CANADA, CHINA, AND JAPAN.

CANADIAN PACIFIC RAILWAY COMPANY.

Vote 221.—Additional for Canada, China and Japan services.

1909-10	\$48,666.66
1910-11	\$48,666.66

This service is run under contract between the Imperial government and the Canadian Pacific Railway Company, bearing date October 12, 1908, covering a period of service from April 7, 1908 to April 6, 1911.

Aside from the usual requirements, the present contract provides among other things as follows:—

Frequency of Service—Terminal ports.

2. ‘Subject to the provisions of this agreement the company shall and will during the continuance of this agreement at their own costs and charges in all respects convey or cause to be conveyed once in every three weeks during the summer season, and once in every four weeks during the winter season in each direction all mails which the postmaster general or any of his deputies, officers, servants or agents shall from time to time require to be conveyed in either direction between Liverpool in England and the port of Hong Kong in China and between the several ports and places en route hereinafter specified. Such conveyance shall be effected by way of Halifax, St. John, Quebec or Rimouski (as hereinafter provided) in the Dominion of Canada and the port of Vancouver in the same Dominion, and shall be effected between Halifax, St. John, Quebec or Rimouski (as the case may be) and the said port of Vancouver by means of railway trains and between Liverpool and Halifax, St. John, Quebec or Rimouski (as the case may be) and between the said port of Vancouver and the said port of Hong Kong by means of mail ships. All such trains and mail ships respectively shall be provided by the company and such conveyance shall be conducted throughout as one continuous and complete service, and the company shall be responsible for the safe conveyance and delivery of the mails by means of such trains and mail ships.

Summer and Winter Ports in Canada.

3. ‘Subject to the provisions of this agreement all mails to be conveyed by the company in pursuance of the agreement by means of railway trains shall be conveyed over the railways of the company during the summer season from and to Quebec or Rimouski direct to and from the mail ships to be despatched from and to arrive at the said port of Vancouver; and during the winter season from and to Halifax or St. John direct to and from the said mail ships at the said port of Vancouver.

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Manner of Conveyance of Mails.

5. 'Subject to the provisions of this agreement, the conveyance of the mails between Liverpool and Hong-Kong shall be effected by the company in the following manner:—

(1) 'On the journey from Liverpool to Hong-Kong, one of the mail ships shall put to sea from Liverpool at the time appointed by the Postmaster General, and shall proceed on her voyage to Halifax, St. John, Quebec or Rimouski (as the case may be). At Halifax, St. John, Quebec or Rimouski (as the case may be) the company shall transfer the mails to one of the trains to be provided by the company. The said train shall then forthwith start and shall proceed to the said port of Vancouver, stopping at such places as the company shall appoint. At the said port of Vancouver the company shall transfer the mails to one of the mail ships, which shall then forthwith put to sea, and proceed on her voyage to Hong-Kong, touching or calling at the several ports or places hereinafter mentioned.

(2) 'On the journey from Hong-Kong to Liverpool: The service above described shall be reversed and the mails conveyed in manner aforesaid (*mutatis mutandis*) in the contrary direction.

(3) 'On both journeys: The company shall at each of the ports hereinafter specified at which the mail ships shall call or stop or from which they shall start, and at each of the places at which trains shall stop or from which they shall start, accept such mails as shall under the provisions hereof be there tendered to them for conveyance, and deliver thereat such mails as shall under the provisions hereof have been entrusted to them for such delivery.

Ports of Call in China and Japan. . .

6. On the voyages in both directions between Vancouver and Hong-Kong the mail ships shall call at Yokohama and Shanghai, and may also (at the option of the company) call at the ports of Victoria, Nagasaki, Shimidzu and Hiogo (Kobe), and at Amoy or other China or Japan ports.

Contract Time for the Conveyance of Mails.

7. 'All mails to be conveyed under the provisions of this agreement by such trains and mail ships respectively as aforesaid from Liverpool to the port of Hong-Kong, or from Hong-Kong to Liverpool, shall be so conveyed by the company during the continuance of this agreement within the complete and entire periods next hereinafter mentioned (that is to say) when the conveyance shall be by way of Quebec or Rimouski within a total period of 818 hours, and when the conveyance shall be by way of Halifax or St. John within a total period of 853 hours, which said periods respectively shall be calculated in the manner hereinafter mentioned or specified, and shall respectively include all stoppages of the mail ships and trains.

Conveyance of Mails between United Kingdom and Canada.

11. 'In addition to the services above described the company shall, without further payment than the subsidy hereinafter mentioned, convey by any of their steamships or other vessels plying between any port or ports in the United Kingdom and any port or ports in the Dominion of Canada any mails which the Postmaster General may tender for conveyance by such vessels between any ports or places (including ports of departure and destination) on the routes thereof respectively.

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Subsidy: £45,000 per annum.

39. 'In consideration of the covenants and agreements herein contained and on the part of the company to be observed and performed, and of the due and faithful performance by the company of all the services under this agreement, there shall be payable to the company during the continuance of this agreement (out of such aids or supplies as may from time to time be appropriated by parliament for that purpose) a yearly subsidy or sum after the rate of £45,000 per annum, or (in the event of any such default or failure as hereinafter mentioned) so much of the said subsidy or sum as shall remain payable in respect of any year after making such deductions therefrom (if any) as hereinafter in that behalf mentioned in respect of any such default or failure.

Deductions from Subsidy.

40. 'If at any time the company fail to provide a mail ship at the port of Liverpool or Hong-Kong, ready to put to sea, on and at the appointed day and hour, or if such mail ship fail to start or put to sea on and at the appointed day and hour or so soon thereafter (regard being had to practical considerations) as the anchor of the mail ship can be weighed or the ship loosed from her moorings, then and so often as any such default shall happen there shall be deducted from the subsidy which would in the absence of any such default be payable to the company for the current year the sum of £500, and also the further sum of £100 for every successive 24 hours which shall elapse until such mail ship actually starts or proceeds to sea on the appointed voyage in pursuance of this agreement. Provided always that the total amount of the sums deducted as last aforesaid shall not in the aggregate exceed by a sum greater than the sum of £500, that part of the said subsidy of £45,000 for the current year which shall be applicable to the whole journey, reckoned from the port of departure to the port of arrival, in respect of which default shall have been made.

41. If at any time or times the mails shall not be conveyed from Liverpool to Hong-Kong or from Hong-Kong to Liverpool as aforesaid within the respective periods of transit hereinbefore stipulated in that behalf, then and so often as the same shall happen there shall be deducted from the subsidy, which but for this provision would have been payable to the company for the current year a sum of £100 for every complete period of 12 hours by which the time actually occupied in the conveyance of such mails shall have exceeded the period of transit hereinbefore stipulated in that behalf respectively. Provided always, that the total amount of the sums deducted in respect of any such default or failure as hereinbefore mentioned in the delivery of mails shall not exceed that part of the said subsidy of £45,000 for the current year, which shall be applicable to the journey in respect of which such default or failure occurs.

Provided, also that no such deductions as in this clause mentioned shall be made in respect of any such default or failure as aforesaid if the company shall prove to the satisfaction of the Postmaster General that such default or failure arose from any cause or causes altogether beyond the control of the company.

Manner and Time of Subsidy Payments.

43. (1) 'Subject to the provisions herein contained, the said subsidy shall be paid by equal quarterly payments on or as soon as conveniently may be after the days hereinafter in this article mentioned.

(2). 'All accounts in relation to the said subsidy, and any deduction therefrom or additions thereto as hereinbefore provided shall be made out and settled quarterly up to and on or as soon as conveniently may be after the 31st day of March, the 30th day of June, the 30th day of September and the 31st day of December in each

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year, and the amount or balance (if any) which shall be justly due to the company on each such quarterly account shall be paid by the Postmaster General out of such aids or supplies as aforesaid upon the settlement of such account; and for the purposes of such accounts, and subject as aforesaid the said yearly subsidy of £45,000 or any increased or decreased subsidy which may become payable under or by virtue of any of the provisions herein contained shall be deemed to accrue from day to day subject to the liability of the same to be altered by such additions or deductions as aforesaid.

Termination of Agreement.

44. ' This agreement shall be deemed to have commenced on the 7th day of April, 1908, and shall continue in force until the 6th day of April, 1911, and shall then absolutely determine.

Canadian Proportion of Subsidy.

Of the above-mentioned subsidy of £45,000 per annum. Canada contributes £25,000, and Great Britain £20,000.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMODATION.			Refrigerator Space.	N. H.P.	Knots, speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	3rd Class.	4th Class.				At	In	Of
	Ft.	Ft.	Ft.												
Empress of India.	455·6	51·2	33·1	3,032	5,934	3,000	200	40	1,000	Nil.	1,167	15	Barrow ..	1891	Steel.
Empress of China.	455·6	51·2	33·1	3,046	5,947	3,000	200	40	1,000	Nil.	1,167	15	Barrow ..	1891	Steel.
Empress of Japan.	455·6	51·2	33·1	3,039	5,940	3,000	200	40	1,000	Nil.	1,167	15	Barrow ..	1891	Steel.

Distances.

The distances from —

	Miles.
Vancouver to Yokohama is.....	4,283
Yokohama to Kobe is	346
Kobe to Nagasaki is.....	384
Nagasaki to Woosung is	448
Woosung to Hongkong is.....	810
Total—Vancouver to Hongkong	6,271

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TRAFFIC RETURNS.

Calendar Year	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
	1st Class.	3rd Class.	4th Class.	Weight	Meas.		Lock Bags.	Tied Sacks.	
1908.... In....	706	622	6,242	12,256	29,018	Nil.	7,690	Nil.	} \$ 108,770 00
Out ..	576	245	3,943	9,040	13,092	Nil.	18,043	Nil.	
Total	1,282	867	10,185	21,296	42,110	.....	25,733		
1909.... In....	583	607	4,868	12,659	Nil.	Nil.	} 18,158	7,382	\$ 121,301 64
Out ..	523	160	3,371	14,053					
Total	1,106	767	8,239	26,712					

222.

Vote 222.—Allowance for probable variation in agreements and for additional services.

1909-10	.. .. .	\$10,000
1910-11	.. .. .	\$10,000

ST. JOHN AND ST. ANDREWS.

MARITIME STEAMSHIP COMPANY, LTD.

\$1,000.

The full amount of the subsidy for this contract having been authorized by order in Council out of the Miscellaneous Vote (*see page 5*), the St. John-St. Andrews vote is not specifically mentioned in the Main Estimates for 1910-11.

This service is performed by the Maritime Steamship Company, Limited, under contract dated August 14, 1909, which expires on March 31, 1910. The principal provisions of the contract are as follows:—

Service and Ports of Call.

1. The contractors having, on the first day of May next preceding the date of these presents, placed the steamer *Granville*, renamed *Connors' Bros.*, which steamer is described as being 97 feet long, 21 feet 6 inches wide, and of a depth of 9 feet, gross tonnage of 123:47, with a cubic capacity under deck of about 6,500 feet, and a speed of 10 knots, on a route hereinafter described, and will carry on and maintain by means of the said steamer *Granville*, renamed *Connors' Bros.*, a regular steamship service between the city of St. John and the town of St. Andrews, in the province of New Brunswick, calling at Dipper Harbour, Beaver Harbour, Black Harbour and Back Bay, as hereinafter described. And the contractors hereby further agree to furnish

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such other steamship or steamships as may be necessary from time to time, which steamships shall be subject to the approval of the minister. The service shall consist of one round trip per week, as follows:—

Yearly Arrangement.

Leave St. John for St. Andrews Saturday mornings, calling at Dipper Harbour, Beaver Harbour, Black's Harbour and Back Bay.
Returning leave St. Andrews Wednesday mornings for St. John, calling at Back Bay, Black's Harbour, Beaver Harbour and Dipper Harbour.

Calls at Government Wharfs.

2. In consideration of the subsidy herein stipulated, the contractors agree to call at all government wharfs when such is practicable and when such wharfs are available.

Termination of Contract.

3. This contract shall remain in force until the 31st day of March, 1910, unless sooner terminated under the provisions of section 18 of this contract.

Subsidy: \$1,000 per Annum.

4. The subsidy is at the rate of \$1,000 per annum, payable as follows: On the first of October of the year of these presents the sum of \$500; and on the 31st day of March, 1910, on the completion of the service herein contracted to be performed the further sum of \$500.

Carriage of Mails.

Clause 6 of the contract provides for the conveyance of mails.

Description of Vessel Employed.

NAME.	DIMENSIONS.			TONNAGE.		N.H. P.	Speed	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.			At	In	Of
	Ft.	Ft.	Ft.							
Granville, <i>re-named</i> Connors Bros	97	21·6	9	49	134	30	10	Shelburne, N.S	1904	Wood

Distances.

TRAFFIC RETURNS.

Calendar Year.	Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
				Lock Bags.	Tied Sacks.	
May 1 to Dec. 31, 1909.						
In	400	1,294	Nil.	Nil.	Nil.	8 500
Out	473	1,378				
Total	873	2,672				

AUTHORIZED BY STATUTE.

(7-8 Edward VII., Chapter 68.)

CANADA AND FRANCE.

H. AND A. ALLAN.

This service is performed by Messrs. H. and A. Allan, of Montreal, under terms of a contract bearing date the 28th April, 1908, to continue for a period of one year. This contract was extended on January 2, 1909, until the opening of navigation in 1910, with the proviso that in the event of an amendment to 7-8 Edward VII, Chapter 68, granting authority for any change in the contract herein referred to, and a new contract being entered into before the opening of navigation, 1910, for a service between Canada and France, this renewal will cease and have no effect from the date such new contract takes effect. The principal provisions, aside from those common to all contracts, are as follows:—

Service—Speed.

1. The contractors owning and controlling in their capacity aforesaid, the steamships *Laurentian*, *Pomeranian*, *Sardinian* or *Buenos Ayrean*, will establish upon the opening of navigation in the year of the date of these presents (and with the assistance of such other steamships as may be approved by the minister) and from that time maintain for a period of one year a regular direct steamship service between a port or ports in the Dominion of Canada and a port or ports in France, with the option upon the part of the contractors of extending each eastbound voyage to a port or ports in Great Britain as hereinafter defined with not less than three steamships, each of which shall not be less than 3,000 tons gross register, with a carrying capacity of 4,500 tons available for agricultural products, merchandise and all other kinds of freight, each of which shall also be fitted with such amount of cold storage accommodation and under such regulations as the minister may require, and thereafter during the continuance of this contract to be at all times subject to the approval of the minister. The speed of the said steamers at sea when loaded and while so employed shall be during the term of this contract a minimum of not less than ten knots per hour, such steamers to be fully equipped in the most approved and modern style.

Ports of Call.

2. It is understood and agreed that during the season of open navigation on the River St. Lawrence covered by this contract, the terminal ports in Canada shall be Montreal or Quebec, and during the season of closed navigation on the St. Lawrence such terminal ports shall be Halifax or St. John, at the contractors' option, subject to the approval of the minister; and it is understood and agreed that the ports of call in France upon each eastbound and westbound trip shall be Cherbourg or Havre, or both, at the option of the contractors, and each eastbound trip to be extended at the option of the contractors to a port or ports in Great Britain; provided, however, that in any event the first port of call after leaving Canada shall be a port in France and that the last port of departure for Canada shall also be a port in France.

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Frequency of Service.

3. 'It is understood and agree that the number of round voyages from France to Canada and return as herein stipulated during the continuance of this contract shall not be less than eighteen yearly; that is to say, that during the months of May to November, inclusive, in each year there shall be run not less than two full round voyages each month and during the remaining months of December to April, inclusive, the remaining voyages shall be performed; such service to be regular and uninterrupted with sailings on such fixed dates as may be approved of by the minister, and such dates shall be by the contractors regularly advertised at least two weeks in advance of every such sailing. It is further understood and agreed that at the option of the contractors the number of round voyages from France to Canada and return as herein stipulated may be increased to a maximum of 24 per annum, such additional voyages, if run, to be run regularly with sailings on such fixed dates as may be approved by the minister, and such dates shall be by the contractors regularly advertised as hereinbefore provided.

Subsidy : At the rate of \$100,000 per Annum for 18 voyages, but not to exceed \$133,333.33 per Annum.

4. The subsidy is at the rate of one hundred thousand dollars (\$100,000) per annum, based upon and for the service of eighteen full round voyages, and so in proportion for the increased service also herein provided for; provided, however, that the total amount of subsidy to be claimed or paid for the one year's service shall not exceed the sum of one hundred and thirty-three thousand three hundred and thirty-three dollars and thirty-three cents (\$133,333.33), such subsidy being payable in quarterly instalments on the first day of each of the months of July, October, January and April, occurring during the continuance of this contract; provided also that it is the true intent and meaning of these presents that the contractors shall have no claim to payment of any instalment of subsidy or any part thereof unless up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and unless all the provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out according to the true intent and meaning of these presents; it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to necessitate their being docked for repairs, the failure to perform the terms of this contract during such accident and the time reasonably occupied in such repairs, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions from the amount of subsidy, if any, payable for any voyage delayed in consequence of such docking for such repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

Freight Rates.

6. 'It is hereby agreed that the rates charged for freights to or from any Canadian port included in this contract shall not exceed the rates charged by regular passenger steamers to or from New York, Boston and Portland, to or from the port of Havre, and the minister may at any time, if he deem it advisable, and after sufficient notice to the contractors, revise the rates to be charged on all classes of goods, such revision to be in all cases consistent with a fair and sufficient remuneration for the services performed by such steamers, and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all freights that may be offered or that can be reasonably

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procured at rates which shall not be in excess of the aforesaid rates, and in no case shall any discrimination be made as regards rates or otherwise, directly or indirectly against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers.

Freight booked to Halifax or St. John to be delivered to Intercolonial Railway.

7. ‘It is hereby agreed by the contractors that, as the aid herein expressed and provided for by the government is for the express purpose of encouraging the development of Canadian trade and the transportation of Canadian goods through Canadian channels, the company accepts the aid on these conditions, and agrees that all freight booked or carried by the said steamships from a port in France, and during the time these ships make Halifax or St. John their terminal port, shall, when not otherwise routed by shippers or consignees, be delivered to the Intercolonial Railway at Hailfax or St. John for shipment to final destination in Canada, providing that the rates demanded by the Intercolonial Railway shall not be in excess of the rates charged by any other railway company from said ports to final destination in Canada.

Passengers for Quebec and Maritime Provinces to be delivered to Intercolonial Railway at Halifax—Freight for France to be carried by Intercolonial Railway.

Contractors are to hand over to the Intercolonial Railway at Halifax passengers for points in the maritime provinces or the province of Quebec, providing the routing of such passengers is controlled by the contractors, and that they are not otherwise routed. It is further agreed that the contractors, through their agents in Canada shall use all and every effort to have all such freight for export as may be secured by them for a port in France at which the subsidized line may call, delivered to the Intercolonial Railway at Montreal.

Carriage of Mails.

Clause 9 of the contract provides for the carriage of mails.

Calls at Foreign Ports.

15. ‘The steamers employed in carrying out the provisions of this contract shall not on any voyage, either outwards or homewards, call at any foreign port not specified in this contract.

Description of Vessels Employed.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N. H. P.	Speed, knots.	BUILD.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Or
	Ft.	Ft.	Ft.							Cu. Ft.					
Corinthian. . .	430	54	2 23	2	4,046	6,270	5,146	32	170	800	12,732	447 12	Belfast. . .	1900	Steel
Sicilian.	430	54	2 28	2	3,963	6,229	5,157	32	170	800	14,966	442 12	Belfast. . .	1899	Steel
Sardinian	400	42	3 34	6	2,788	4,349	4,324	Nil.	147	424	7,500	316 11	Greenock. . .	1875	Iron.
Ponacranian. . .	381	43	8 33	1	2,700	4,207	3,127	Nil.	120	548	16,211	316 11	Hull . . .	1882	Iron.

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The distance between Havre and Halifax is given as 2,705 miles; between Havre and Montreal as 3,041 miles.

The traffic during the calendar years 1907 and 1908 is stated by the contractors to be as follows:—

TRAFFIC RETURNS.

Calendar Year.	Number of Passengers Carried,		Tons of Freight Carried.		Live Stock.	Mails.	Subsidies Paid
1907	East.....	1,078	9,440		Not stated.....	Not stated.....	\$111,111.00
	West.....	3,612	15,033				
	Total..	4,690	24,473				
1908	Second Class.	Third Class.	Weight.	Meas.	Nil.	1 bag.	\$136,110.98 (For Calendar year 1908).
	1,056	1,813	19,231	5,534			
1909.	{ East..	704	1,463	6,749	Nil.	15 bags.	
	{ West..	412	410	8,215			
Total.....		1,116	1,873	14,964	9,888	16 bags.	

SOME CLAUSES COMMON TO ALL CONTRACTS.

NOTE.—Some of the principal sections common to all contracts, and as such hereinbefore frequently referred to, read as follows:—

Proof of Performance of Service to be Furnished.

The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence, as soon after the completion of each voyage as may be, furnish to the minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the minister to show the volume, extent and value of the trade carried on by the said steamers, and the full performance on their part of the services, requirements and conditions of this contract in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified shall be a condition, precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable such portion thereof as he may deem fit and proper, taking into consideration all the circumstances con-

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nected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the minister with regard to the said steamers in the performance of this contract.

Equipment of Steamers.

‘The steamers to be employed as herein specified, shall at all times during the continuance of this contract be fully seaworthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freights to be carried over the routes specified; and shall, at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the minister.

Accommodation for Mails.

‘The said steamers shall be provided with sufficient and convenient accommodation and protection for all such mails, to the satisfaction of the Honourable the Postmaster General of Canada for the time being, and the contractors shall further take all reasonable and necessary precautions for the protection of such mails while upon the said steamers or while in the contractors’ charge or custody, from loss, damage or injury in any way, and the contractors shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the contractors, their agents or servants, or on the part of the officers, employees or crew on board the said steamers, and this without regard to any question as to the legal liability of the Postmaster General to the owners of the articles of mail matter contained in such mails for damage or loss sustained in transit.

Definition of term ‘Mails.’

‘The expression “mails” for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, post cards, newspapers, parcels, books, or printed papers, and all other articles which under the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used or to be used in carrying on the post office service, or which shall ordinarily be sent by or to or from the post offices.

No Letters except H.M. Mails to be Carried.

‘The contractors shall not, nor shall any of their agents or servants, or officers or crew of the said steamers receive or permit to be received on board of the said steamers any letters for conveyance other than those contained in His Majesty’s mails, or which are or may be privileged by law, nor the mails of any other country, except such as are specified by the Postmaster General of Canada, for the time being.

Government Officials to be Carried Free of Charge.

The Honourable the Postmaster General of Canada, or the Honourable the Minister of Trade and Commerce for the time being, or any inspector or officer of the Post Office Department or of the Department of Trade and Commerce, who may in the execution of his duty travel in the said steamers, shall be carried free of charge.

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Proper Accounts to be Kept.

The contractors shall keep full and proper accounts of and in connection with the working of this service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of their business; and in any contingency which, in the opinion of the minister, may render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

Substitutes for Disabled Steamers.

‘It is understood that if the said steamer shall be by peril of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case as soon as reasonably may be, having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister in case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances.

Freight and Passenger Tariffs—Proof of Performance of Service to be Furnished.

‘The contractors shall carry on each steamer running under this contract, according to its capacity, on all voyages, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates, both as to passengers and freight, which may be from time to time approved by the minister; and the contractors shall furnish to the minister such documents, information and evidence as may be required by the minister, to show the volume, extent and value of the trade carried on by the said steamer, and such customs certificates, documents and evidence as may be necessary or as may be required by the minister to prove the performance of the service herein contracted for, and to enable the minister to judge as to whether this contract is being carefully and faithfully carried out and performed and the furnishing of such certificates, documents, information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for or any portion thereof.

Deductions from Subsidy—Time-tables to be Furnished—Docking Disabled Steamers.

‘Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractors shall at least two weeks prior to the first sailing under this contract furnish to the minister time-tables showing the proposed sailings, and upon the same being approved by the minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the minister, does not sail from a terminal port as herein specified within forty-eight hours of the date fixed by such time-tables, there shall be deducted from the amount of subsidy payable for such voyage a sum equal to one-tenth of

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the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so; It being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

Carriage of Mails.

‘The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf or under the direction of the postal authorities of Canada, or those at the terminal ports or ports of call herein referred to, and shall deliver all such mails at their proper destinations at the terminal port or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

Freight and Passenger Rates to be Approved by the Minister.

‘The contractors shall at least three weeks prior to the first sailing under this contract, furnish to the minister a schedule of the freight rates proposed to be charged between the different ports on both east and west bound trips, which schedule shall be subject to the approval of the minister, and after being approved by him shall not be changed except with his consent; and the minister may at any time, if he deem it advisable, fix the maximum rates to be charged on any article or class of goods; and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly, against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on east-bound trips, sailing from or , as hereinbefore provided, on through bills of lading to from any place in the provinces of Ontario and Quebec, or from any Canadian points farther west, shall in no case be greater than from the same place to via any United States route or port; and on west-bound trips the rates from to any place in Ontario or Quebec, or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of or and aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage, and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided.

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however, that in the event of other cargo not being obtainable, satisfactory evidence of that fact being furnished to the minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

Calls at foreign ports.

‘ The steamer employed in carrying out the provisions of this contract shall not on any of its trips call at any foreign port not specified in this contract.

Carriage of nitro-glycerine or dangerous articles.

‘ The contractors shall not convey or permit to be conveyed in any steamer while employed in this service any nitro-glycerine or any other article which in the opinion of the minister shall be considered dangerous.

Subsidy subject to vote of Canadian parliament.

‘ It is conditioned, declared and agreed that the payment of subsidy, as hereinbefore stipulated, is subject to the amount specified being provided for the purpose by a vote of the parliament of Canada, and that if no amount is voted for the purpose, or if any amount voted has become exhausted in payment thereof, and no further sum is voted for the purpose, this contract or agreement shall terminate and become void and of no effect, and the party of the first part shall not in consequence be held liable to damage.

Minister's right to terminate contract.

‘ It is declared to be the true intent and meaning of these presents, that the minister shall have the right at any time during the continuance of this contract, upon 30 days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the minister that there has been any breach on the part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.

Assignment of contract.

‘ This contract shall not, nor shall any right or interest therein be assigned without the consent in writing of the minister to such assignment having been first obtained.

Canadian members of parliament not admitted to share in contract.

‘ It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

Changes in contract.

‘ The minister may authorize any change or changes in the terms of this contract as may not be inconsistent with the vote providing for the payment of the subsidy.

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Minister to be final judge as to full carrying out of contract.

‘The minister shall at all times be the judge as to whether the terms of **this** contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive.

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